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THE HISTORY OF CHICAGO

ILLINOIS
EDITED BY

HON. JOHN MOSES & MAJ. JOSEPH KIRKLAND

MUNSELL & CO.
PUBLISHERS

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... Congratulating you on your work, and
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Most sincerely yours,
Joseph Kirkland.

ABORIGINAL TO METROPOLITAN.

HISTORY
OF
CHICAGO
ILLINOIS



MOSES.

KIRKLAND,

AIDED BY
EMINENT LOCAL WRITERS

VOLUME I.

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PREFACE.

The value of the preservation of historic facts was recognized by man centuries before the invention of letters, as is attested by the hieroglyphs of the Assyrians and other nations of the East. The Greek and Roman races were prolific of historians, whose writings awaken the interest and excite the admiration of the student of to-day. In the first century of the Christian era, Tacitus (perhaps the greatest of Roman historians) wrote that the object of history was "to rescue virtuous actions from the oblivion to which the want of records would consign them."

In America, where material development is so rapid as to tend to the fostering of utilitarianism at the expense of broader education, the fondness for historical reading and research grows with each decade. To quote the words of Sir Walter Raleigh: "History hath triumphed over time, besides which nothing hath triumphed over."

Such has been the stupendous growth of Chicago since the city entered upon its career of corporate and individual activity, less than half a century ago, that fully to record the progress marked by her colossal strides towards imperial power would tax the efforts of a voluminous writer. To tell the story in detail, to relate the events in her wonderful history in their logical connection and in all their amplitude, would require not only many years of laborious research, but many volumes to contain the chronicle.

The aim of the publishers in presenting this history in two volumes, the work of four years of painstaking effort and careful comparison of authorities, has been to meet the demand for a popular work; brief, yet comprehensive; compact, yet not wanting in detail: general in its narrative, yet special in its treatment of particular topics; in short, a work calculated to meet the necessities of the times and the requirements of the busy men and women who have made Chicago what it is—the metropolis of the West and the marvel of the nineteenth century.

For the student of geology have been succinctly set forth the operation of the pre-historic influences which were at work upon the site of Chicago ages before man trod upon the earth. Following this is a complete and connected, though condensed, narrative history of the "Garden City," through its various stages of village, town and municipality, showing the formative causes and describing the central events of each decade in Chicago's civic, financial and political relations.

In connection with this narrative history, but following it, many subjects of special interest or importance have been treated topically. Among the more prominent of these may be enumerated: trade and commerce, the railroad interests centering in Chicago, the enormous manufacturing industries, the financial institutions of the city, public works, the parks, the drainage canal, bridges, tunnels, intramural transit, the bench and bar (to which is appended a special chapter relating to notable trials), the growth of religion as shown by church history, the professions of medicine and dentistry, the steadily growing influence of the press, libraries, authors, art, amusements, clubs, homes, and the labor disturbances of 1894.

The work is especially rich in statistical information, carefully compiled tables having been inserted wherever their presence might add to the value of the text and facilitate the reader's comprehension or perpetuate history in its most abridged form.

The biographies comprise sketches of the lives of many, counted among the city's leading men, who have conspicuously contributed to its wonderful expansion and greatness.

The volumes have been profusely illustrated, among the steel portraits being presented some of the choicest specimens of the engraver's art.

The publishers return their cordial thanks to the gentlemen who have assisted the editors in the preparation of the special chapters bearing their names; and while every available means of authentic information afforded by the bibliography of Chicago has been freely employed, especial gratitude is due to many old residents for valuable assistance in ascertaining obscure facts. Among these may be particularly mentioned: Messrs. Silas B. Cobb, Fernando Jones, Charles B. Farwell, John G. Shortall, Joseph K. C. Forrest, James H. McVicker and Rufus Blanchard.

In consulting the works of previous authors, the aim has been to follow in the footsteps of "Old Mortality," with whose gentle nature and antiquarian lore the readers of Scott are familiar. He carefully removed the accumulated moss from decaying tombstones and chiseled deeper the almost defaced inscriptions. So have been used such valuable authorities as those of Andreas, Breese; Bross, Upton, Colbert, Gilbert, Hubbard and others. The aim has been to clear up seeming obscurities, to correct what appeared to need revision, and to amplify what was necessarily incomplete. The debt of gratitude to these and other authors has been freely acknowledged in the text.

The demise of the lamented Kirkland did not occur until those portions of the history assigned to him had been completed. In the chapters which he has furnished, the reader will recognize him at his best; and the publishers congratulate themselves and the public that his last and best work was done in connection with these volumes.

In presenting this book to the public, the authors and publishers also congratulate their readers and themselves that they have little ground for apology, although errors are apt to creep into contemporaneous history. It embodies the result of laborious, conscientious effort to collate facts and present them in an authentic form, free from either passion or partisanship. Yet the human mind is, at best, but weak; and human effort often falls short of reaching its own ideal.

"And what is writ is writ;
Would it were worthier."

John Moses.

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HISTORY OF CHICAGO

(MUNSELL & CO.)

PART FIRST

UP TO THE FORT DEARBORN MASSACRE OF 1812.

BY

JOSEPH KIRKLAND.

CHAPTER I.

PREHISTORIC AGENCIES.

THE oldest streak of rock on the earth was and is a prime factor in the location and formation of the newest of its cities. The Laurentian mountains of Canada, forming the water-shed between Hudson's bay on the north and Lakes Superior, Michigan, Huron, Erie and Ontario and the St. Lawrence River on the south, are judged by scientific inquiries to be the very oldest emergence from the waves of the universal ocean. The chain, starting at the icy Labrador, sweeps southwest along where now is the St. Lawrence, turns westward along Lakes Ontario and Erie, northwestward along Georgian Bay, Lakes Huron and Superior, and then northward to the icy Arctic ocean; a long ox-bow of three thousand miles. The rock is called the oldest of rocks, being almost utterly "Azoic," that is, destitute of any sign of life whether vegetable or animal.

When did this upheaval occur? Not the wildest fancy will venture to assign its date. Its place we can trace; its time is beyond conception. "Soon after chaos" is perhaps

a safe guess, for "soon" and "late" in geologic parlance are as elastic as are "near" and "far" in the measurement of the interstellar spaces. Then "soon" after the lifting up of the ox-bow of Laurentian rock, while the dreary surge was beating on all its sides—no living thing having ears to hear it or eyes to see it, or even skin to feel it—while rain in summer and snow in winter (if it was yet cool enough for any winter) were beating upon it, and alternating with sunshine in its disintegrating influences, there began to be some nearly shapeless forms of vegetable existence on its surface both above and below the sea-line; perhaps lichens and clinging mosses and primal forms of seaweeds, which, living and dying for ages upon ages, filled its fissures and bearded its hideous black face. And "soon" again began the uprising of other, younger mountain chains—the Alleghanies on the east and the Sierras and Rockies on the west; for the earth was still cooling and shrinking, and consequently wrinkling in corrugations like those in the skin of a cold

baked apple. These as they rose above the salt and sounding sea formed great shallow basins full of warm salt water, wherein the more complicated forms of submarine vegetation could exist; the crinoid, or sea-lily, attached to the bottom and sending up "long stems, ending in cup-shaped, bud-like bodies, whose slowly-moving arms are highly suggestive in their arrangement and coloring of the petals of a flower."*

After long debate, naturalists have agreed to class this growth in the animal kingdom, and call the crinoids "zoöphites;" animal plants. They are of many varieties; their general characteristics being a gelatinous, stem-like structure, inclosing a stony skeleton, composed of ring upon ring of limy material. One hundred and forty thousand successive rings have been found on the stem of a single specimen. These rings, in various stages of integrity and disintegration, form a large part of our limestone rocks; and in myriads of instances preserve in much perfection the pipe-like form in which they grew. Every one who travels over the limestone flagging of Chicago sidewalks must observe here and there imbedded in the surface of the worn foot-way what looks like a spiral stick that has been turned in a lathe to the semblance of a string of buttons, and then petrified. Each of these sticks is a crinoid; one of the innumerable host which have lived, drawn lime from the sea-water, and died to form the great beds of limestone which underlie the land of the whole Mississippi valley, and come to the surface in so many places; the Chicago suburbs of Lemont and Stony Island among others.

Another great agency of little things is the coral insect. The honey-comb-like relics of his work mingle with the wrecks of crinoids in Nature's usual profusion:

So careful of the type she seems,
So careless of the single life.

*An article, "Some Geology of Chicago and Vicinity," in Harper's Monthly of August, 1890, is instructive, suggestive and at the same time of entrancing beauty and interest. It was written by the late Mrs. Ellen B. Bastin, of whom Chicago should be very proud; and whose untimely death leaves a void that will be long unfilled.

The conditions necessary for the life of the indefatigable coral-reef builder are warm, salt and shallow seas. He can not live in temperature below sixty-eight degrees Fahrenheit, nor in water more than one hundred feet deep. He lived and built in countless myriads; the conditions changed, the water grew colder, and he died, but his edifice remained to be filled up, crushed and compacted by the tumultuous waves, and covered by drift.

The crinoid and the coral had many helpers in their work. The rock of the Desplaines valley swarms with the petrified remains of animals and plants, all of them marine, and not one of the living things further advanced than the "invertebrate," that is, backboneless.

Therefore this was the "Silurian" age of the world's life, also called the age of molluscs, because that class of animals attained a superiority of size, numbers and variety which made them rulers of the ancient seas. One class. were ten and even twenty feet in length. They lived in straight shells, separated into compartments, only the front one of which the creature occupied, withdrawing himself from each chamber in turn as he secreted a new one in front. A modern representative of this mollusc is the chambered or pearly nautilus. — Mrs. Bastin.

A quaint conceit it would be to trace a parallel between this old inhabitant and the modern Chicagoan who, growing rich and expanding in his taste and his needs, quits one home for another, each always more spacious than the last. Another, more poetic, suggestion is the recalling of Oliver Wendell Holmes's "Ode to the Chambered Nautilus"; whereof the closing stanzas read:

Year after year beheld the silent toil
That spread his lustrous coil;
Still, as the spiral grew,
He left the past year's dwelling for the new,
Stole with soft step the silent archway through,
Built up its idle door,
Stretched in his last found home, and knew the
old no more.

* * * * *

Build thee more stately mansions, O my soul,
 As the swift seasons roll!
 Leave thy low vaulted past!
 Let each new temple, nobler than the last,
 Shut thee from heaven with a dome more vast,
 Till thou at length art free,
 Leaving thine outgrown shell by life's unresting
 sea!

To quote Mrs. Bastin once more :

There were teeming populations then as now, but they moved in water and not in air. There was consciousness, there was great activity, there must have been enjoyment, since without it life cannot be keenly active. There must have been also pain, for life was over-abundant. There was a struggle to elude, a struggle to capture. There were eyes for seeing, teeth for tearing, claws for grasping, tentacles for feeling, stinging or paralyzing. There was color, from the iridescent pearly lining of sea-shells to the gorgeous banks of coral flower beds. There were waving meadows of sea-plants, fairy groves of sponges, amid which each lived according to his kind.

But in this exuberant existence there was no voice; all animate nature was mute. There was no sound save from the dashing surf; ears, such as they were, gave heed to vibrations only. Yet these were the possessors of the earth. For them at that time "all things were made that were made." They possessed a form of life as unique as were their physical conditions. The world and its inhabitant were suited to each other.

The problem as to how "soon" our limestone was formed by the crinoids, the corals, the molluscs and the sea, may be guessed from the conclusions arrived at by Captain E. B. Hunt, U. S. engineer, who, in his study of the Florida coral-reefs, judged them to have taken 5,400,000 years in building. Professor Dana estimates the growth of coral limestones at one-sixteenth of an inch a year, or five feet in a thousand years. Our limestone (known as the Niagara), at this rate, has taken only 200,000 years; but the Niagara is only one of many periods in the Silurian age. "Nature takes no account of time."

By some means—an infinite variety of means—winds, waves, frost, sunshine, lightning, earthquakes, chemical action, and other bruising, splitting and pulverizing agencies, rock was ground and crushed and disintegrated into boulders, pebbles and sand, in

short, "drift," which contains the form and potency of all mammal life. The rude and primal vegetable growth that clung to sea-bottom and shore was developed, progressing always from the simple to the complex and the infinitely varied. There must have been uncounted ages when water warmed by sun and internal fires, and humid air loaded with carbon, combined to produce a riotous vegetable growth, more luxuriant than anything we know now, even in darkest African jungles. Year by year this grew and died; forming peat-beds of immense spread and thickness, the materials for the coal measures; the storehouses wherein the sunshine of that day was stored for the use of the present. There must have been a long succession of submergings and emergings; for the lowest coal-beds show great strata of water-deposited shales and limestones on them, succeeded by newer coal-beds, similarly covered, now lying above each other, sometimes to the number of ten or more in one locality. As land formed and extended from the north southward these operations went on; and what is now the Mississippi valley seems to have been the favorite garden of these growths; for nowhere on the earth are they so numerous and so extensive as here. Bituminous rock is found even within the very city limits of Chicago, and real coal only a few score miles away; while within a day's travel by rail there is more coal than in all the known earth beside. The coal-beds of Illinois alone cover about twenty thousand square miles.

All along through these countless centuries animal life, like the vegetable, was growing, spreading, developing and differentiating from the simple to the complex. The egg-bearing fish, reptiles and birds were now associated with beings that brought forth their young alive and suckled them from their own veins; love and tenderness took the place of blind, self-seeking instinct; and pity and even mercy must have dawned, for humanity was approaching.

Backbones came in fashion, and fish swam

the sea. Legs took the place of fins and lizards swarmed the shores. Membranes spread from scaly limbs and sides, and gigantic winged saurians cleft the air. The pterodactyl, with bat-like wings spreading twenty feet or more, flew above; the long-necked plesiosaurus crawled below; the big-headed ichthyosaurus swam the sea; and each has left his hieroglyph on the recording rocks, shales and slates.

Now intervened an age of destruction and redistribution—at least in no other way can the present universal spread of “drift” be accounted for. This is a miscellaneous mass, from tens to hundreds of feet thick, of clay, sand and gravel, with boulders and pebbles scattered through it, all quite foreign to the soil which must have produced the coal-plants, and also to the limestones that lie over them. The “drift” pebbles are agates, flints, conglomerate, jasper, quartz, bearing no relation to limestone. Neither are they laid in order, as would have been the case if they had been deposited by moving water, which drops first the largest and heaviest parts of its load, and next the lighter, all in traceable layers. The “drift” is confused and irregular, both as to constitution and distribution. It extends from the Atlantic coast west to the Mississippi, and from the edge of the Laurentian rock down to just about the latitude of Chicago, namely, forty-two degrees. Chicago stands not far from the edge of the great drift, a fact the significance whereof we shall soon see.

But whence came the drift and how? Its component parts show that it was born of the huge Laurentian mass, and its formation and location suggest glacial agency in its transportation. Professor Agassiz, born in Switzerland, the land of glaciers, observing that this confused and irregular bed of sand, rock and clay resembles the “moraine” which a glacier forms of the stuff it carries along, and pushes and deposits before it and on its sides, conceived and published (1846) the theory that at some comparatively recent period in the prehistoric ages, the

whole Arctic region of our planet was covered and loaded with a huge ice-cap; like unto (though infinitely larger than) that which now weighs upon Greenland, and furnishes the numberless glaciers pushing their ceaseless way to the sea, and breaking off in icebergs that float southward until they dissolve in the warmer waters of the Gulf stream. Why the ice-cap should form, or why when once formed it should disappear, science does not succeed in showing; yet the theory is now almost universally accepted as the only one which can explain the presence of the “drift,” and account for certain marks and scratches (“striation”) which appear on the surface of our rocky strata wherever they are laid bare; these marks indicating (near Chicago) a mighty movement from northward to southward.*

Suppose this ponderous slab to form on the Laurentian continent, and thence to push its way southward somewhat as the Greenland mass advances toward the ocean; then suppose the cold which produced it to give way gradually to comparative warmth like what we enjoy now, its receding foot might naturally leave a “moraine” not unlike our “drift.” Then suppose it to have a tongue of longer duration and greater weight than the adjacent parts, it might well dig a furrow of the shape and size of Lake Michigan, and another to which Lakes Huron and St. Clair and the Detroit river correspond. Suppose its southern edge to correspond with the outline of its birthplace on the Laurentian height, then when it had receded to that formation, and had no more drift to bring down, its waste water (which had before cut a way for the Hudson through the Catskills to the sea) would naturally rush eastward along that southern edge to the Atlantic, and behold! the St. Lawrence is accounted for, with all its tributary lakes.

* A most interesting paper on the “The Lake Michigan Glacier and Glacial Channels across the Chicago Divide,” was read before the Chicago Academy of Sciences, October 30, 1890; and having been printed and illustrated with maps, etc., is now to be found in the Chicago Historical Society. The author of the researches and the paper was Ossian E. Guthrie Esq.

Before the St. Lawrence outlet was opened, the glacial water seems to have escaped southward in at least three places; one by the Hudson river, one at Fort Wayne, Indiana, whence, through the Ohio, it reached the Mississippi, and one by the Illinois river. As Mackinaw is six degrees north of Fort Wayne (and also of Chicago) the eastward outlet for Lake Michigan was not opened for a long time after Huron found its way out over Niagara and through Ontario and the St. Lawrence. Therefore Lake Michigan (perhaps bringing Superior with it) continued through that long time to flow southward to find the gulf. At first this lake (then at least forty feet higher than now) seems to have overflowed at its extreme southern end, east as well as west of Blue Island, but when Superior began to find its outlet at Sault Ste. Marie, the flow lessened, and the sand began to deposit itself in the Michigan City region; after which period it found its main outlet through the Des Plaines and across the "Divide," at Summit, near Riverside, on Chicago's western city limit. Then came the opening of Mackinaw, and the deepening of Niagara which lowered Erie, St. Clair, Huron and last of all Michigan, so that the waters that once found their outlet at the mouth of the Mississippi were all finally diverted through the St. Lawrence.

The vast region between the Alleghanies and the Rockies which had been under water while the corals and the crinoids were forming its limestone; then above water while the coal plants were luxuriating in the humid, carbon-laden, sun-warmed air; then submerged while the many-layered shales and slates were forming on the coal-beds, one after the other; then ice-bound until the glaciers covered it with drift—this great and artfully built region at last and finally emerged from the waves; and its surface is "the West." The drift-top became the prairies, and the gullies shaped the lakes and rivers. Slowly and calmly in the stately march of the centuries, the waters divided and nature chose the point of their separation. Like the

patriarch of old, what time the first recorded division of property is said to have occurred, the floods ceased to wrangle and each said to the other "Separate thyself, I pray thee, from me; if thou wilt take the left hand then I will go to the right, or if thou wilt depart to the right hand I will go to the left." (Genesis. xiii:9.) The right hand led through the Illinois and Mississippi to the Gulf of Mexico, while the left sought the Atlantic by the lakes, Niagara and the St. Lawrence. And the parting place was Chicago.

It is quite possible that the parting of the waters took place not much longer ago than the five or six thousand years supposed to have elapsed since the time when Abraham and Lot are said to have agreed on their subdivision. Not at all improbable is it that when Cheops was building, Lake Michigan was flowing, wholly or in part, southwest, along the south branch of the Chicago river, and over the "low divide" at Summit, Chicago's southwestern suburb. So do we come, at last, to recorded time; at least to time that had a record on the Nile, though on the Chicago it was doomed to pass unnoticed still for some scores of centuries. Five thousand years seem to be "a good while," but what a hairbreadth compared with the æons we have been contemplating!

At that parting of the waters, was (and is) the ideal spot for a city. Starting from the Atlantic or from the Gulf, the great watercraft here meets the fiat, "thus far and no farther." The "summit" is low and unpretending, but it is enough. Until the ship canal shall be built, no continuous traffic can be done by boat from the one great water system to the other, and even a canal can not carry on westward the deep-keeled lake hulls which make such miraculously cheap transport for heavy freights between the West and the East. Thus, the spot is indelibly marked and designated for commerce. It is the point whither men must come and where they must pause before going further.

But so it might be if there were never going to be any commerce. Traffic is not

satisfied with mere roads and channels. It requires something of value produced in one place and desired in another. How stands the Divide in the aspect of the case?

Roll back once more the scroll of time and read that coal was made and laid within reach of what is now Chicago in quantities compared to which England's supply is insignificant. Still nearer lies the limestone, grave and monument of infinite swarms of life. Iron and copper crop out on her northern horizon, adjoining the southwestern corner of the Laurentian rock, in masses to supply the world. Further west gold and silver abound, in values that disturb the exchanges of mankind. All these are the product of the older geologic events; but greater than all is the development of the later era—the drift—for that furnishes the food and shelter, the clothing and occupation of man in his latest and best estate.

So Nature made Chicago, and bestowed her as a free gift to her favored child, the labor-loving, order-loving, freedom-loving American.

Who were the first of human kind to tread the West? Mrs. Bastin says:

Man as a fisher and hunter, was present in this vicinity before the close of the glacial epoch. So persistently do his remains accompany the deposits of terminal moraines that he is known as the man of the drift, otherwise as the man of the stone age. Human skulls have been unearthed, on the banks of the Desplaines river, of types lower than any existing races, not excepting the lowest Australian.

One of Chicago's honored and beloved citizens for many years was Dr. John W. Foster, geologist, mineralogist and writer on scientific subjects. In his book "*Prehistoric Races of the United States*" (Griggs, 1873), he says of one of these skulls:

It is undoubtedly the most remarkable skull hitherto observed, affording the nearest approximation to the skulls of the anthropoid apes. It is difficult to bring it within the reasonable bounds of conjecture as to our ideas of what a human cranium, in its widest deviation from a supposed type, ought to be.

Whether in the glacial times or later, it is certain that man was in these regions at the

same time with the mastodon. Dr. Foster (*Prehistoric Races*, page 62) says:

The late Dr. Koch, of St. Louis, disinterred in the Osage Valley of Missouri the skeleton of the mastodon which now forms so conspicuous a feature in the palæontological department of the British Museum. . . .

The following extracts are taken from Dr. Koch's paper communicated to the St. Louis Academy of Sciences:

. . . The greater portion of these bones had been more or less burned by fire, and there was more than sufficient evidence on the spot that the fire had not been accidental, but, on the contrary, that it had been kindled by human agency, and according to all appearance, with the design of killing the huge creature, which had been found mired in the mud and in a helpless condition . . . I found the fore and hind legs of the animal in a perpendicular position in the clay, with the toes attached to the feet just in the manner in which they were when life departed from the body. . . . The fire appeared to have been most destructive around the head of the animal. . . . There were also found mingled with these ashes and bones, and partly protruding out of them, a large number of broken pieces of rock, which had evidently been carried thither to be hurled at the animal by its destroyers. . . . I found also among the ashes, bones and rocks, several arrow-heads, a stone spear-head and some stone axes.

Whoever these mammoth-slayers may have been, neither they nor the Mound-builders were far enough advanced in civilization to devise a system of hieroglyphic writings, and to build pyramids wherein to send them down to posterity to be deciphered by some American Champollion, with the help of some Chicago Rosetta stone. Even if they had builded and carved and painted, after the manner of the Pharaohs, their work would have long since perished; for the rains and frost of the Mississippi Valley are as destructive as the drought and heat of the Nile valley are preservative. They lived and died, as did the crinoids and the coral insects, and performed far less service and left far less record than did these humble builders of their own tombs. This brings us to the Indians, our own brave, childish, cruel, strong, weak, proud, pathetic contemporaries.

The Fergus Printing Company of Chicago has prepared and from time to time published in pamphlet form an invaluable series of historical documents on the Northwest. Number twenty-eight of this series is a discourse on the aborigines, prepared by William Henry Harrison, for the Historical Society of Ohio. No man was better qualified for the work than was General Harrison, for he knew the Indians well, having lived with them, fought with them, conquered them, and still respected them, as do only those who recognize their good qualities and their bad, their terrible failings and their almost equally terrible virtues.

The General starts on his story with the strange statement that as late as 1785 "there was not a Christian inhabitant within the bounds of what is now the State of Ohio." Seeing that this was after the close of the Revolutionary War, during which, as allies of the English, the Indians had perpetrated sanguinary massacres at many points between Detroit, the English headquarters, and Fort Pitt (Pittsburgh), held by the Continentals, it must be supposed that the writer had not that full knowledge of the subject which has since been gleaned by such writers as Parkman and Roosevelt, whose works are marvels of intelligent research. For surely there could have been no scalplings, no burnings, no massacre, where there was nobody to scalp, burn or massacre.

The venerable soldier (who must have prepared the paper at a time very near his election to the presidency of the United States, and his fast-following death) goes on to treat of the Mound-builders and their mighty works, whereof Ohio contains the most significant remains. He speaks of the "stupendous mounds and lengthened lines of ramparts and traverses of earth still of considerable elevation," and of "indubitable evidences that centuries had passed away since these remains had been occupied by those for whose use they had been reared," and cites, as the one solitary recorded fact connected with them, the existence of pictorial

annals among the Mexican races of a southward migration of Aztecs. He further reminds us that there were no domestic animals known to exist in North America before the arrival of the Spaniards in 1492. Edward Everett, in notes contributed by him to the paper of General Harrison, says concerning the mounds:

There are three suppositions by some one of which their existence can be accounted for. They were either constructed by some race of men sufficiently civilized for this purpose, but of whom no historical memorial nor any other trace remains; or they were the works of the Aztecs sojourning in this region before their migration southward to the elevated plains of Anahuac; or, lastly, they were erected by the ancestors of those tribes found by the European colonists in this part of the continent,—in which case those tribes are to be regarded as the degenerated remains of more improved ancient races.

Mr. Everett inclines to the Aztec theory, and that is the one now usually accepted, although it leaves unsolved the mystery of the departure of the superior race under the assaults of the inferior. It seems as if it must have been a repetition of the irruption of the Goths and Vandals on effeminate Rome; with the difference that the copper-colored vandals were lacking the innate qualities which made their European prototypes grow, in after years, to a civilization even higher than that they had conquered and destroyed. The ancestors of the Anglo-Saxon race were among the vanquishers of the Latin.

On reaching the Indian problem proper, Gen. Harrison combats the idea supported by De Witt Clinton that the Iroquois, or "Six Nations" pushed their conquests south to the Ohio and west to the Mississippi; but as is well observed by Edward G. Mason in his notes to the paper:

The French authorities now accessible to us make it quite certain that the Iroquois conquered the Illinois as early as 1680, and probably made incursions into the territory inhabited by the latter prior to that date. La Salle, in that year, found the Indians between Lakes Michigan and Erie living in daily dread of the fierce Iroquois who evidently had already visited that region.

General Harrison, speaking of the Miamis and their condition at about the middle of the seventeenth century, says:

Their territory embraced all of Ohio west of the Scioto—all of Indiana and that part of Illinois south of the Fox river and Wisconsin. . . . Of this immense territory the most beautiful portion was unoccupied. Numerous villages were to be found on the Scioto, and the headwaters of the two Miamis of the Ohio, on the Miami of the lake and its southern tributaries and throughout the whole course of the Wabash at least as low as Chippecoke, now Vincennes. But the beautiful Ohio rolled its amber tide through an unbroken solitude. At that time before, and for a century after, its banks were without a town or village, or even a single cottage, the curling smoke of whose chimney would give the promise of comfort and refreshment to a weary traveler.

If such an appearance should have presented itself to one who was aware of his situation, it would have been the signal for flight, well knowing that the fire from which it proceeded had been lighted by a party of warriors who . . . might consider themselves safe in indulging in the luxury of a cooked meal and a dry couch, after a laborious and protracted march in which privations of every description, consistent with their success and safety were enjoined by the rigid rules of their discipline. No traveler acquainted with the Indian character would seek the hospitalities of such a fireside. Whatever might have been the result of their expedition, the interview would prove fatal to him. If it had been successful, the appetite for blood would be inflamed rather than satisfied, and if otherwise the scalp of the unfortunate stranger might be substituted for a similar trophy which their bad fortune or bad management had not permitted them to tear from the head of their acknowledged enemy.

The country thus bounded included the site of Chicago, and we have a view of what was the state of things there in 1650. The Indians, then and always, could pull down but could not build up. He calls them "the finest light troops in the world," and if a nation could consist of light troops, individual soldiers without other qualities than the soldierly, then the West might have been today in possession of the dark-skinned race instead of the white. But races grow by birth and not by death. Conquest is only a means, not an end. The savages were efficient in destroying human life, but conspic-

ously incapable in propagating it. They could make desolate the hearths of others, but not make populous their own. It has been said that their numbers have not diminished since 1492; that when the whole continent was theirs they were no more numerous than they are now when they are hemmed in on a few well-defined reservations. The General (with the classical references which abound in his writings) says of them:

An erroneous opinion has prevailed in relation to the character of the Indians of North America. By many they are supposed to be stoics who willingly encounter privations. The very reverse is the fact; if they belong to either of the classes of philosophers which prevailed in the declining ages of Greece and Rome, it is to that of the Epicureans. For no Indian will forego an enjoyment or suffer an inconvenience if he can avoid it; when, for instance, he is stimulated by some strong passion. But even the gratification of this he is ever ready to postpone whenever its accomplishment is attended with unlooked for danger or unexpected hardship. . . .

But if the Indian will not, like Cato, throw from him the "pomp and pleasures" with which his good fortune furnishes him—when evils come which he cannot avoid, when "the stings and arrows of outrageous fortune" fall thick upon him, then will he call up all the spirit of a man into his bosom and meet his fate, however hard, like "the noblest Roman of them all."

As it regards their moral and intellectual qualities, . . . the Shawanees, Delawares and Miamis were much superior to the other members of the confederacy. I have known individuals among them of very high order of talents, but these were not generally to be relied upon for sincerity. The Little Turtle, of the Miami Tribe, was one of this description, as was the Blue Jacket, a Shawanee chief. I think it probable that Tecumthey possessed more integrity than any of the other chiefs, but he violated a solemn engagement which he had freely contracted.

. . . Many instances might be adduced to show the possession, on the part of these men, of an uncommon degree of disinterestedness and magnanimity, and strict performance of their engagements, under circumstances which would be considered by many as justifying evasion.

Here we have the characteristics, good and bad, of the red man set forth in the very words of one who knew him well while still in his pristine state; not yet either

helped or hurt by contact with the whites.* There are three persistent traits, fatal, inborn parts of the Indian nature, which must be admitted to exist. They are hatred of work, enjoyment in the infliction and contemplation of pain, and love of drink. Regarding the first there arises, even as these words are written, a little bit of new testimony, were any new testimony needed. Miss Emma Sickels, an enthusiastic teacher of Indians, recounts to the writer an interview which she had with a well-known chief of the Sioux tribe. The chief said, firmly, "My young men shall not work if I can help it. It would make squaws of them!"

The natural, inborn love of cruelty, for its own sake, is generally recognized by all students of Indian character, and is especially dwelt upon by Roosevelt in his "Winning of the West." It is a shocking trait, and is more repulsive to the civilized nature than is any infliction of pain and death for ulterior ends, even if the purpose of killing be cannibalism itself.

The unconquered and unconquerable love of drink is universally admitted to be inseparable from the Indian nature. An incident at one of the treaties negotiated at Chicago (that of 1821) illustrates it. The circumstance is related by an eye-witness, the Rev. Mr. McCoy, and will be found on a later page.

The Indian treaty of 1795 (called "the

* The latter part of the pamphlet (Fergus' Hist. Series No. 26), containing General Harrison's essay, is given up to a most interesting paper by Hiram W. Beckwith, Esq., of Danville, Ill., secretary of the Illinois Historical Society. It includes ten addresses by Indians, "delivered in General Council at Fort Wayne, on the 4th day of September, 1811, by the different chiefs of the Miami tribe of Indians, in answer to a speech from his Excellency, Wm. H. Harrison, Governor of Indiana Territory."

The speeches bear internal evidence of authenticity and are copied from documents found in the following curious manner: S. A. Gibson, superintendent of the Kalamazoo Paper Company, Michigan, rescued from a mass of waste paper received from Fort Wayne twenty-eight pages of foolscap, evidently torn from a book. Upon the pages were written these speeches, all by the same hand, though at different times, and apparently as long previously as the date would indicate. Who the careful transcriber is we do not know. We can only record our gratitude to an unknown benefactor, for the simple record is of exceeding interest.

treaty of Greenville" from the little town in Ohio where it was made and signed) was negotiated by General Anthony Wayne. It fixed the boundary between whites and Indians at a line drawn from about the present site of Cleveland to the confluence of the Maumee with the Ohio. At the same time there were several reservations of land within the Indian country for the use of the whites as trading-posts. Among them was "one piece of six miles square, at the mouth of the Chicago river, emptying into the southwest end of Lake Michigan, where a fort formerly stood." This "fort" was doubtless a stockade erected by the French to facilitate their trade between Canada (via the lakes) and their settlements at Kaskaskia, Fort Chartres, etc., for the only record of its existence appears in a report made in 1718 by James Logan, an agent sent by Governor Keith of Pennsylvania to explore some of the routes to the Mississippi. (Andreas' History of Chicago; Vol. I, p. 79.) The report reads as follows:

From Lake Huron they pass by the Strait of Michilimackina four leagues, being two in breadth and of great depth to the Lake Illinois; thence one hundred and fifty leagues to Fort Miamis, situated at the mouth of the river Chicagou. This fort is not regularly garrisoned.

So, at the close of four centuries after history first made acquaintance with the strange, pitiable, pitiless and terrible American aborigines, we are bidding them farewell with a feeling of mingled relief and regret. We are sorry when brave men die; but when they are as cruel as brave and as wasteful as cruel, die they must for the good of the race. Let him that taketh the sword perish by the sword. There is no longer room in the world for him who will not cultivate its surface; who is determined to live upon what it yields spontaneously or from what he can take away from those who have laboriously persuaded it to yield. All who share the harvest must do their part in the plowing and planting.

At first view it might seem as if the red men, in all their centuries of occupation, had

"died and made no sign;" had done not one thing which helped the land toward the glory and beauty which were its destined portion. But even they, the unhappy example of "arrested development," had their little part to play in the progress of the West. When the brave and vivacious Gaul pushed his toilsome way inland along the great lakes, it was in search of the skins of fur-bearing animals; and the chief purveyors of those skins were the nomads of the Northwest. The Indian was a natural hunter and trapper; also a natural lover of strong drink. Against the Frenchman's sword and matchlock the Indian's spear and tomahawk might have prevailed; but against the former's bottle the latter had no shield. When assailed by the wines of sunny France the savage fell, literally and figuratively speaking. The fiery brand had no terrors for the stoical warrior; but before the fiery brandy he became as a little child.

So it came about that at Montreal a great

fur market was opened and for a long series of years—several generations, in fact—that beautiful mountain was the centre of a large and profitable trade. Thousands of Frenchmen of all grades of life came over to better their fortunes, and ships bearing the white banner of France floated to and fro across the Atlantic carrying westward passengers and supplies, to fetch a return freight of peltry. The earlier demand was supplied by the Indians near by. As the helpless beaver, mink and otter became exterminated, the hardy "voyageurs" pushed and rowed their batteaux in all directions, yet made their home in Montreal where they spent the winters in rioting on the savings of the summers. Still later it was necessary to establish frontier stations to serve as outposts for the merchants of Montreal; and this movement it was that brought to the Chicago Divide Joliet, Marquette, La Salle, Tonty, Hennepin, Allouez, Membrè, and a host of others.

CHAPTER II.

RISE AND FALL OF FRENCH DOMINION.

OUR contemplation of the aborigines carried us forward far past the arrival of the French upon the scene, and it is now time to "hark back" a century and more to take up that thrilling tale.

The actors in the earliest days naturally thought too little of the state of things actually about them to leave any photographically exact pen pictures of the time. To themselves they seemed squalid, sordid, dull and unpicturesque. (Mankind is always making that mistake regarding things present and common.) To us they wear the halo of age and are magnified by the mist of fast following oblivion.

As early as 1635 Jean Nicolle, escorted by friendly Indians, passed up the Sault Ste. Marie into Lake Superior, and later returned southward, penetrated the Straits of Mackinaw (or Mackinac) and skirting the northern and western shores of Lake Michigan (which he calls "the second great freshwater sea") he entered Green Bay and reached its head, where now is Fond du Lac. Later he sailed up the Fox to the portage which divides it from the Wisconsin, but probably did not sail down the latter to its junction with the Mississippi.

Mr. John G. Shea, in his "Discovery and Exploration of the Mississippi Valley," records that in the year 1670 Father Allouez visited the Winnebagoes and Mascoutins, and says the Mascoutins saw upon the Mississippi river "men like the French who were splitting trees with long knives, some of whom had their house upon the water." This indicates the penetration of individual members of that race of indomitable adventurers

some time before any systematic exploration took place under governmental supervision.

In an address before the Chicago Historical Society in June, 1880, Edward G. Mason quotes from the New York collection of French documents, as follows :

M. Talon, the intendant of New France, in his report to the King, dated at Quebec, September 10 1670, says: "I have dispatched persons of reputation, who promise to penetrate farther than has ever been done; the one to the west and the northwest of Canada, and the others to the southwest and south. These adventurers are to keep journals, take possession, display the King's arms, and draw up *proces verbaux* to serve as title. . . . Sieur de la Salle has not returned from his journey to the southward of this country.

La Salle, during the expedition here spoken of, reached the Ohio and possibly the Mississippi. Thus it appears that northwestward along the southern shore of Lake Superior and southwestward along the Ohio, Chicago was passed by before being actually passed over. The Chicago portage was not trodden until 1673, when Louis Joliet and his priestly scribe and historian, Jacques Marquette, ascended the Fox, made the portage and descended the Wisconsin to the Mississippi, which in turn they sailed down to a point on the western bank supposed to be not far from Rock Island, where they landed and made friends with the Indians. So far is history; now comes a further advance which seems fabulous, namely, a voyage down the Mississippi even to the mouth of the Arkansas. It is probable that instead of the Arkansas it was the Missouri they reached, for to descend through that vast solitude and (still more) then to ascend against the current all those 500 miles would be a task beyond belief.

However that may be, they surely entered the Illinois and descended to the village of the Kaskaskia Indians, which was not far from where the town of Utica now stands. This Kaskaskia must not be confounded with the later Kaskaskia village which was settled (about 1700) by the migration southward of the wretched remnant of the tribe after its almost total destruction by the terrible Iroquois of the East.

Marquette and Joliet were well received by the Kaskaskias, and a band of the tribe guided them to Lake Michigan. A map drawn by Marquette has come down to us by a series of interesting adventures. In a letter to Frontenac (then ruling in Canada), dated October 10, 1674, Joliet says: "It is not long since I returned from my South Sea voyage. I was fortunate during all that time, but on my way back, just as I was about to land at Montreal, my canoe capsized, and I lost two men, with my chest, containing all my papers and my journal." Marquette afterward made copies (one or more) of his own journal and map, and they were prepared for publication by Father Dablon who deposited them in the archives of the Jesuit College at Quebec. More than a century afterward Father Cazot, the last survivor of that college, presented them to the nuns who had charge of the Hotel Dieu at Quebec, and in 1844 they passed into the hands of John Gilmary Shea, to be given to the world in his inestimable work already quoted.

Since then they have remained in charge of Catholic institutions in Canada, where Mr. Mason (while this work has been in preparation) has had the privilege of inspecting them.

This map clearly indicates the route traveled by him as being up the Illinois and the Desplaines to the Chicago portage, and so on to Lake Michigan, on which he paddled northward along its western shore. Louis Joliet was born in Quebec in 1645, the son of a wheelwright. He was educated in the college and entered the theological seminary, but never took priestly orders. After

some experience as a fur-trader he went, about 1667, to explore the copper mines of Lake Superior. He was evidently highly esteemed, for when M. Talon, representative of Louis XIV., had occasion to dispatch "persons of reputation to penetrate further than has ever been done," the Sieur Joliet was given the task. And Count Frontenac, writing to Minister Colbert on November 14, 1674, says:

Sieur Joliet . . . has returned three months ago, and discovered some very fine countries, and a navigation so easy through the beautiful rivers he has found, that a person can go from Lake Ontario and Fort Frontenac in a bark to the Gulf of Mexico; there being only one carrying place, half a league in length, where Lake Ontario communicates with Lake Erie. . . . I send you by my secretary the map he made of it and the observations he was able to recollect, as he lost all his minutes in the shipwreck within sight of Montreal. He left with the Fathers of Sault Ste. Marie copies of his journals. You will glean from them additional particulars of his discovery, in which he has very well acquitted himself.

Marquette is depicted by Mr. Sparks in his "Life of Marquette," and by Mr. Shea in his "Discovery," etc., in a very favorable—even touching and lovable—guise.

He relates what occurs and describes what he sees without embellishment or display. He writes as a scholar and as a man of careful observation and practical sense. There is no tendency to exaggerate or magnify the difficulties he had to encounter or the importance of this discovery. He esteemed no happiness greater than that of losing his life for the glory of Him who made all, . . . to die in a wretched cabin amid the forests, destitute of all human aid.

On October 25, 1674, the devoted propagandist, with two voyageurs only, sailed from the Mission at Green Bay southward along the west shore of Lake Michigan. Mr. H. H. Hurlbut in his pamphlet "Father Marquette" (Jansen, McClurg & Co., 1878,) says:

Even at this far-away day the sympathies of the reader of that journal can scarcely help being moved by the infirmities of the failing missionary, toiling through the storms of that inclement season, without murmur (excepting perhaps to say "cabinéd poorly enough") forty days from Green Bay to Chicago,

where he was obliged to stop short of his destination [Kaskaskia].

Thus the famous portage, now the Chicago suburb of Summit, comes upon the records of the world in the summer—August or September—of 1673, by the pen of Father Jacques Marquette, historian of the expedition commanded by Louis Joliet. It is true that the travelers do not name Chicago, but the map seems to indicate with sufficient clearness the course of the Illinois and Desplaines to a junction with the lake, and the journal, too, describes the portage beyond question, though Mr. Hager thinks that it was through the Calumet that they debouched, yet the balance of probability seems to be in favor of the Chicago. At any rate, both routes are within the city limits of 1892.

Joliet and Marquette sailed down the lake (northward), the former to return no more. On his way to Montreal he stopped at Fort Frontenac where La Salle was in command, and the two men whose names were to be indissolubly bound with each other and with Chicago and the West, talked over Joliet's discoveries. Especially did Joliet descant on the portage, as we know from La Salle's subsequent quotation of Joliet's words and his disparaging remarks on them, which will be quoted later.

Joliet (as before related) was upset in his boat in the St. Lawrence, within sight of Montreal, and lost part of his crew and all his maps, records and journal. Marquette, however, only returned to his mission station at Green Bay, where he spent the early part of 1674 in recovering his health and perfecting his darling plan of returning to the Illinois country to keep his promise with the Indians and save their souls.

From the Green Bay Mission, Marquette started with Pierre Porteret and Jacque, and on the 28th made the Sturgeon Bay portage to Lake Michigan; then the three Frenchmen, with nine canoes of Indians bound on the same trip, coasted southward along the western shore of the lake with various adventures (all

set forth in his journal) until, on December 4th, 1674, Père Marquette for the second time set foot on what is now Chicago. Over-taken by illness, cold and snow, the brave, devoted priest and his two faithful followers decided to spend the winter here and chose a spot on the South Branch about five miles from the mouth of the river. It must have been at or very near the forks of the South Branch, in the heart of what is now the lumber district. In the primeval quiet of two hundred and fifteen years ago, a shout from where is now the crossing of Ashland avenue over the West Fork of the South Branch would surely have startled the lonely little group at their "cabannage."

The first resident of Chicago was also its first clergyman, its first humorist, its first hero and martyr. He was its first scholar and gentleman as well; and what is of more consequence to us, literary man and historian. For by the best of good luck he left a complete record of his winter happenings in the form of a journal prepared (though never finished) to be sent as a letter to Father Claude Dablon, Superior of the Missions.

Many quotations have been made at various times from those simple tales of daily life; but considering their admirable character and the romantic and pathetic interest attaching to them, it seems time that they should be incorporated entire into a History of Chicago. Therefore they are given below in all their old-time simplicity, with an attempted translation in parallel columns. All Chicagoans should read with tender interest the very words chosen and penned on the soil their city covers, by the first man to put it into recorded history; he patiently living and slowly dying here under an enthusiastic sense of high and holy duty. And at the same time, the students of his language will be amused by seeing it in the archaic form, almost without accents or punctuation, and preserving in many words the *s* which connects it with its Latin origin, but which has since been dropped and superseded by a circumflex accent over the preceding *e*, "bestes"

changed to bêtes, "teste" to "tête," "empescher" to "empêcher," etc.*

Decembre 4 [1674].

Nous partismes hereusement pour venir a la riviere du Portage qui estoit gelee d'un demi pied, ou il y avoit plus de neige que partout ailleurs, comme aussi plus de pistes de bestes et de cocqs d'Inde. La navigation du lac est assez belle d'un portage a l'autre, n'y ayant aucune traverse a faire et pouvant mettre a terre partout, moyennant qu'on ne soit point opiniastre a vouloir marcher dans les lames et de grand vent. Les terres qui le bordent ne valent rien, excepte quand on est aux prairies, on trouve 8 ou 10 rivieres assez belles, la chasse du chevreux est tres belle a mesure qu'on s'esloigne des P8te8atamies.

December 4th [1674].

We set out joyfully to reach the river of the portage which was frozen for half a foot, where there was more snow than anywhere else, also more tracks of beasts and of wild turkeys. The navigation of the lake is pretty good from one portage [Green Bay] to the other [Chicago] having no crossing to make and being able to land everywhere, provided that one is not too obstinate in pushing on in great waves and high wind. The lands adjacent are good for nothing, except when one is at the prairies one finds 8 or 10 pretty fine rivers; the hunting of deer is very fine in proportion as one keeps away from the P8te8atamis.

* For this precious journal we are indebted to Mr. John Gilmary Shea, who obtained the original as follows: Father Dablon, to whom the letter was addressed, dying, left it in the archives of the Jesuit college at Quebec; next came an edict expelling the Jesuits from Canada, then Canada was conquered by Wolfe for the English, and the Jesuits condemned to extinction, the reception of new members being forbidden; next the last survivor of them, Father Cazot, on the approach of his own death and that of the society, deposited his documents in the Hotel Dieu, or Hospital at Quebec, controlled by nuns who had not fallen under the ban of the government, and lastly, in 1814, those faithful guardians presented them to Father Martin, who delivered them to Mr. B. F. French, the proceeds of their publication to be devoted to the erection of a monument to Marquette. From Mr. French the documents passed to Mr. Shea, and appear in his inestimable work "Discovery and Exploration of the Mississippi," published by Redfield (N. Y.) in 1852. A copy is now in the Chicago Historical Library. A fac-simile of Marquette's admirable pen map of his explorations is also contained in Mr. Shea's book, and there said to be "newly discovered." Mr. Shea describes the original as "a very small quarto, written in a very clear hand, with occasional corrections, comprising in all sixty pages. Of these, thirty-seven contain his voyage down the Mississippi, which is complete except a hiatus of one leaf in the chapter on the Calumet. The rest are taken up with the account of his second voyage, death and burials, and the voyage of Father Allouez. The last nine lines on page 60 are in the handwriting of Father Dablon, and were written as late as 1678. In 1892 Mr. Edward G. Mason, the able and honored president of the Chicago Historical Society, visited Quebec and the college where the precious little book is now preserved, and had the honor and pleasure of holding its light weight, seeing its stained cover and inspecting its small, neat, priestly chirography.

12.

Comme on commençoit a hir a traisner pour approcher du portage les Illinois ayant quittez les P8te8atamis arriverent avec bien ne la peine. Nous ne pusmes dire la Ste. Messe le jour de la Conception a cause du mauvais temps et du froid, durant notre sejour a l'entree de la riviere Pierre et Jacques tuerent 3 bœufs et quatre chevreux dont un courat assez loing ayant le cœur coupe en 2 on se content de tuer 3 or 4 cocqs d'Inde de plusieurs qui venoient autour de notre cabanne parcequ'ils mouraient quasi de faim; Jacques apporta un perdrix qu'il avoit tuez semblable en tout a celle de France excepte qu'elle avoit comme deux ailerons de 3 ou 4 aises longues d'un doigt proche de la teste dont elles couvrent les 2 costez du col ou il n'y a point de plume.

12th.

As we began yesterday to drag to get to the portage, the Illinois having gone, the P8te8atamis got in with much difficulty. We could not say the Holy Mass on Conception day because of the bad weather and the cold, during our stay at the mouth of the river Pierre, and Jacques killed 3 buffaloes and four deer, one of which ran a pretty long distance, having the heart cut in two. They contented themselves with killing 3 or 4 turkeys out of many which came around our cabin, because they were dying with hunger; Jacques brought a partridge which he had killed, quite similar to that of France, except that it had, as it were, two little wings of 3 or 4 feathers a finger long near the head with which they cover the neck where there are no feathers.

Estant cabannez proche le portage a 2 lieues dans la riviere nous resolumes d'hiverner la, estant dans l'impossibilite de passer outre, estant trop embarasse et mon incommodite ne me permettant pas de beaucoup fatiguer. Plusieurs Illinois passerent hier pour aller porter leur pelleterie a Na8asking8e, auxquels on donne un boeuf et un chevreux que Jacque avait tue le jour auparavant ie ne pense pas avoir vu de sauvage plus affame de petun Francois qu'eux, ils vinrent a nos pieds des castors pour en avoir quelques bout mais nous les leur rendimes en leur donnant

Being cabined near the portage 2 leagues [5 miles] up the river we resolved to winter there, being in the impossibility of going further, being too much encumbered, and my disability not allowing me to fatigue myself much. Many Illinois passed yesterday to go and carry their peltry to Na8asking8e, to whom were given a buffalo and a deer which Jacque had killed the day before I think I never saw a savage more famished for French tobacco than they, they came to throw beaver skins at our feet to gain their end, but we returned them, giving them a few

quelque pipe, parceque nous n'avions pas encore conclu si nous passerions outre.

Chachg8essi8 et les autres Illinois nous quitterent pour aller trouver leurs gens, et leur donner les marchandises qu'ils avoient apportez pour avoir leur robes en quoy ils se gouvernent comme des traitteurs et ne donnent guere plus que les Francois; ie les instruisis avant leur depart, remettant au printemps de tenir conseil quand ie serais au village; ils nous traitterent 3 belles robes de boeuf pour une coudee de petun, lesquelles nous ont beaucoup servi cet hyver estant ainsi desbarassez nous dismes la Messe de la Conception; depuis le 14 non incommode se tourna en flux de sang.

Jacque arriva du village des Illinois qui n'estoit qu'a six lieues d'icy ou ils avoient faim le froid et la neige les empeschant de chasser, quelques uns ayant adverti la Toupine et le chirurgien que nous estions icy et ne pouvant quitter leur cabanne avoient tellement donnez la peur aux sauvages croyant que nous aurions faim demeurant icy que Jacques eust bien de la peine d'empescher 15 jeunes gens de venir pour emporter toute nostre affaire.

Janvier 16, 1675.

Aussitot que les 2 Francois sceurent que mon mal m'empeschoit d'aller chez eux le chirurgien vint icy avec un sauvage pour nous emporter des bluets et du bled; ils ne sont que

pipefulls, because we had not yet decided whether we should push on further.

Chachg8essi8 and the other Illinois left us to go and find their people and give them the goods which they had brought to get their skins, in which they conducted themselves like traders and gave scarcely more than the French; I instructed them before their departure, postponing till spring the holding of a council when I shall be at the village; they traded us three fine buffalo robes for a twist of tobacco, which robes have served us greatly this winter; being thus disencumbered we said the Conception Mass. Since the 14th my disability has changed into bloody flux.

Jacque comes from the village of the Illinois which is only six leagues from here [15 miles] where they are famishing, the cold and the snow preventing them from hunting, some having informed la Toupine and the surgeon that we were here and not being able to quit their cabin had made the savages so afraid for fear that we should be hungry staying here that Jacques had much trouble in preventing 15 young men from coming to carry over all our belongings.

January 16, 1675.

As soon as the two Frenchmen knew that my illness prevented me from going to them, the surgeon came here with a savage to bring us some herbs (?) and some grain. They are

18 lieues d'icy dans un beau lieu de chasse, pour les boeufs et les chevreux et les coqs d'inde qui y sont excellents, ils avoient aussi amassez des vivres en nous attendant; et avoient fait entendre aux sauvages que leur cabanne estoit a la Robbe Noire, et on peut dire qu' ils ont fait et dit tout ce qu'on peut attendre d'eux: le chirurgien ayant icy sejourne pour faire sez devotions: j'envoyay Jacques avec lui pour dire aux Illinois qui estoient proche de la, que mon incommodite m'empeschoit de les aller voir et que j'aurois mesme de la peine d'y aller le printemps si elle continuoit.

Jacque retourna avec un sac de bled et d'autres rafraichissement que les Francois luy avoient donnez pour moy; il apporta aussi les langues et de la viande de deux boeufs qu'un sauvage et luy avoient tuee proche d'icy; mais toutes les bestes se sentent le mauvais temps.

3 Illinois nous apporterent de la part des Anciens 2 sacs de bled, de la viande seche, des citrouilles et 12 castors, 1^o, pour me faire une natte, 2^o, pour me demander de la poudre, 3^o, pour que nous n'eussions faim, 4^o, pour avoir quelque peu de marchandises; ie leur repondis 1^{nt}, que j'estois venu pour les instruire, en leur parlant de la priere, &c. 2^{nt}, que ie ne leur donnerois point de poudre, puis que nous taschions de mettre par tout la paix, et que ie ne voulois qu'ils commençassent la querre avec les Miamis. 3^{nt}, que nous n'apprehendions point le

only 18 leagues [45 miles] from here in a fine hunting place for buffalo, deer and wild turkeys, which are excellent there. They had also collected provisions in readiness for us and had made the savages understand that their cabin belonged to the Black Robe [priest] and one may say that they have done and said all that could be expected of them: the surgeon having stayed here to perform his devotions; I sent Jacques with him to say to the Illinois who are near there that my disability prevented me from going to see them and that I should even have difficulty in going there in spring if it should continue.

Jacque returned with a sack of corn and other refreshments which the Frenchmen had given him for me; he brought also the tongues and some meat of two buffaloes which a savage and he had killed near here; but all the beasts feel the bad weather.

3 Illinois bring us, on the part of the ancients 2 sacks of grain, some dried meat, some pumpkins and 12 beaver skins, 1st to make me a rug, 2d, to ask me some powder, 3d, that we might not be hungry, 4th, to get some little merchandize; I answered them 1st, that I was come to teach them, in talking to them of prayer, &c. 2d, that I would give them no powder, since we aim to make everywhere peace and that I would not that they should begin war with the Miamis. 3d, that we were not fearing hunger. 4th, that I should encourage the French to bring

faim. 4^{nt}, que l'incour-agerois les Francois a leur apporter les marchandises, et qu'il fallait qu'ils satisfissent ceux qui estoient chez eux pour la rassade qu'on leur avoit pris, dez que le chirugien fust party pour venir icy. Comme ils estoient venus de 20 lieues, pour les payer de leur peine et de ce qu'ils m'avoient apportez ie leur donnay une hache, 2 couteaux, 3 jambettes, 10 brasses de rassade et 2 mirours doubles, et leur disant que ie tascherois d'aller au village seulement pour quelque iours si mon incommodite continuoit, ils me disent de prendre courage de demeurer et de mourir dans leur pays et qu'on leur avoit dit que l'y resterois pour longtemps
Fevrier 9.

Depuis que nous nous sommes adressez a la Ste. Vierge Immaculee que nous avons commencez une neuvaine par une messe a laquelle Pierre et Jacques qui font tout ce qu'ils peuvent pour me soulager, ont communié pour demander a Dieu la sante ma flux de sang m'a quitte, il ne me reste qu'une foiblesse de l'estomac, ie commence a me porter beaucoup mieux et a reprendre mes forces: il ne cabanne d'Illinois qui s'estoit rangee proche de nous depuis un mois une partie ont repris le chemin de P8t et quelques uns sont encore au bord du lac ou ils attend que la navigation soit libre, ils emportent des lettres pour nos P. P. de St. Francois.

Nous avons en le temps de remarquer les mareez qui viennent du lac les

them goods, and that they must settle with those who were with them for the beads that had been stolen after the time when the survey had started to come here. As they had come 20 leagues [50 miles] to pay them for their trouble and for what they had brought, I gave them an ax, 2 knives, 3 leggings, 10 strings of beads and 2 double mirrors, and telling them that I would try to go to the village [if] only for some days if my disability should continue, they told me to take courage and live and die in their country and that they had been told that I would stay with them for a long time.

February 9.

Since we addressed ourselves to the Holy Virgin Immaculate which we commenced [with] a novaine [nine-days' prayer and fasting] by a mass at which Pierre and Jacques who do all they can to comfort me commenced to ask health from God, my bloody flux has left me there remains to me only a weakness of the stomach, I begin to find myself much better and to get back my powers: there remain none of the Illinois encamped who were settled near us within a month one party have resumed the road of P8t and some are still on the lake shore where they are waiting till navigation shall be open, they carry with them letters for our P. P. of St. Francois.

We have had time to observe the tides which come from the lake, which

quelles haussent et baissent plusieurs fois par iour et quoyqu'il n'y paraisse aucune abry dans le lac, on a vue les glaces aller contre le vent, ces mareez nous rendoient l'eau bonne ou mauvaise parceque celle qui vient d'en hault coule des prairies et de petits ruisseaux, les chevreux qui sont en quantite vers le bord du lac sont si maigres qu'on a este contraint d'en laisser quelques uns de ce qu'on avoit tuez.

March 23.

On tue plusieurs perdrix dont il n'y a que les males qui ayent des aisles rons au col, les femelles n'en ayant point, ces perdrix sont assez bons mais non pas comme celle's de France.

La vent de nord ayant empesche le degel jusques au 25 de Mars il commenca par un vent de sud, dezque le lendemain le gibier commenca de paroistre, on tua 30 tourtres que ie trouvay meilleures que celles de la bas, mais plus petites, tant les vieilles que les jeunes; le 28 les glaces se rompirent et s'arrestèrent au dessus de nous, le 29 les eaux crurent si fort que nous n'eumes que le temps de descabanner au plutot, mettre nos affaires sur des arbres et tascher de chercher a coucher sur quelque but l'eau nous gagnant presque toute la nuit, mais ayant un pen gele et estant diminue comme nous estions aupres de nos paquets, la digue vient de se rompre et les glaces a s'escouler et parceque les eaux remontent desia nous allons nous embarquer pour continuer notre route.

La Ste Vierge Immacu-

rise and fall several times a day and though there appears no shelter in the lake the ice has been seen to move against the wind, these tides give us water good or bad because that which comes from above runs off the prairies and little brooks, the deer which are plenty near the lake shore are so thin we have been forced to leave some of them which we have killed.

March 23.

Several partridges have been killed, of which only the males have the pinions of the neck, the females having none, these partridges are pretty good but not like those of France.

The north wind having prevented the thaw up to the 25th of March, it began by a wind from the south, from the next day the game began to appear, they killed thirty pigeons which I found better than those from yonder but smaller, the old as well as the young; the 28th the ice broke up and lodged above us, the 29th the waters ran so strong that we had only time to uncabin as soon as might be, put our belongings on some trees and try to hunt for a sleeping-place, on some butte, the water gained on us nearly all night but having frozen a little and being lowered as we were near our packs, the dam broke and the ice began to run and because the water was rising again we are going to embark and continue our journey. The Holy Virgin Immaculate has taken such care of us during our hibernation that we have

lée a pris un tel soin de nous durant notre hyvernement que rien ne nous a manqué pour les vivres, ayant encore un grand sac de bled de reste, de la viande et de la graisse; nous avons aussi vescu fort doucement mon mal ne m'ayant point empesché de dire la Ste. Messe tous les iours; nous n'avons point pu garder du carême que les Vendredys et Samedys.

31

Estant hier party nous fismes 3 lieues dans la riviere en remontant sans trouver aucun portage, on traîna peut estre un demy arpent outre cette descharge, la riviere en a une autre par ou nous devons descendre. Il n'y a que les terres bien hautes qui ne soient point inondees, celle ou nous sommes a cru plus de 12 pieds a ce fut d'icy que nous commencasmes notre portage il y a 18 mois, les outardes et les canards passent continuellement; on s'est contenté de 7, les glaces qui derivent encore nous font icy demeuré ne sachant pas en quel estat est le bas de la riviere.

Avril 1.

Comme ie ne sçais point encore si ie demeureray cet este au village ou non a cause de mon flux de ventre nous laissons icy une partie de ce dont nous pouvons nous passer et surtout un sac de bled tandis qu'un grand vent de sud nous arreste, nous esperons aller demain ou sent les Francois distant de 15 lieues d'icy.

6

Les grand vent et le froid nous empeschent de

not been in want of provisions, having still a great bag of grain left, some meat and some grease [lard and tallow mixed] we have also lived very easily, my illness not having prevented me from saying the Holy Mass every day; we have not kept Lent except Fridays and Saturdays.

31st

Having started yesterday, we made three leagues up the river without finding any portage, they dragged perhaps a half acre; beside this discharge the river has another by which we should descend. Only the very high ground is not submerged, that [flood] where we are has risen more than 12 feet from what it was here when we began our portage here 18 months ago; the bustards and the ducks pass continually; we contented ourselves with 7; the ice, which still flows, makes us stay here, not knowing what condition the lower part of the river is in.

April 1st.

As I do not yet know whether I shall dwell through the summer at the village or not, because of my stomach flux, we leave here a part of what we have to spare, and, above all, a sack of grain, although a great wind from the South stops us we hope to go to morrow to where the Frenchmen are, at 15 leagues [37 miles] from here.

6th

The high winds and the cold prevent us from tra-

marcher. Les deux lacs par ou nous avons passez sont plains d'outardes, de canards, de grues, et d'autres gibiers que nous ne connoissons point. Les rapides sont assez dangereux en queleques endroits, nous venons de rencontrer le chirurgien avec un sauvage qui montoit avec une canotée de pelleterie, mais le froid estant trop grand pour des personnes qui sont obligez de traîner les canots dans l'eau, il vient de faire cache de son castor et retourne demain au village avec nous. Si les Francois ont des robes de ce pays icy, ils ne les desrobent pas, tant les fatigues sont grandes pour les en tirer.

veling. The two lakes through which we have passed are full of bustards, geese, ducks, cranes, and other game which we do not recognize. The rapids are rather dangerous in some places. We just met the surgeon with a savage who were going up with a canoe-load of peltry, but the cold being too great for persons obliged to drag canoes in the water, he just made cache of his beaver skins and returns to morrow to the village with us. If the French have robes from this country it is not robbery; so great are the fatigues of getting them.

So, with an excellent play upon words the dear old priest bids us farewell. These lines were the last he ever wrote (save a pencilled confession of his sins since his last previous absolution, which he traced when in *articulo mortis*) for he did not live to reach the home mission. His malady grew upon him during his stay in the Indian village; yet in that short sojourn he won the hearts of the savages so that when he set out on his last journey a large number of the young braves volunteered to escort him, and they went with the pale-faced travelers more than thirty leagues (75 miles) on the way, (about the mouth of the St. Joseph River, Michigan) contending with one another for the honor of carrying his little baggage. For some reason he chose the eastern side of Lake Michigan for his journey northward, and, accompanied by Pierre and Jacques, struggled onward, growing weaker day by day, and at last died after making many simple-hearted provisions for his last hours.

Jacques Marquette's was a childish nature modest, humble, truthful, unquestioning; a spirit of the 17th century, far removed from the ways of the 19th. He took his religion seriously. He did not exploit its ceremonies

for the sake of example to others, but as matters of intrinsic importance. His prayers were not addressed to an audience of men, to beget change in them, but to God and Saints to influence them to do that which otherwise they would not do, and he thought that those prayers were effectual. He manifestly believed that his bowels were affected by his fasting, not in the hygienic way but through its being observed and approved by the Holy Virgin Immaculate. The holy Fathers scoff at the Indian juggleries wherefrom they say one apparent success outweighs in the savage mind many failures, yet are amazed that the Indians should laugh at the churchly ceremonies and prayers which, by their own showing, come out in exactly the same way so far as visible results go.*

The journal gives one a new idea of the now famous winter sojourn of Chicago's Columbus. There appears more of human nature about it than we thought, more coming and going, more of comfort (such as it was) and of peace and plenty. The snow flew, the winds howled around the poor bark hut and the icy waves dashed past in front of it; but in those days there were plenty of trees at the forks of the South Branch, for both shelter and fuel;† there were fowls in the air, beasts in the field, and food and fire in the cabin, two hearty and efficient servants in attendance, and, on several occasions, visitors from the neighboring "villages"—one only fifteen miles away. On January 16th, two Frenchmen, one a "surgeon," came from their village, forty-five miles distant "in a beautiful hunting country," (a description which points us to

the Desplaines valley where Joliet now stands) bringing provisions and cheer. On January 24th, Jacques returned from a visit to the Frenchmen, and on the 26th three Indians arrived with grain, dried meat, pumpkins and soft, warm beaver-pelts. On February 9th, some Indians were still at the lake shore waiting for the opening of navigation; and on the 20th, the three lonely strangers "had time" to observe the rise and fall of the water in the river, and the nearly starved condition of the deer. On March 23d, they note the traits of the prairie chickens—traits to be seen on the prairies and in the South Water street game shops to this day—and say, with a homesick sigh one can almost hear as he reads, that they are not like the partridges of France! Then on the 25th the thaw begins, and the wild-pigeons give a welcome variety to their larder.

The thaw brings trouble and toil, and (the saving effect of the "novena" having worn away) good Father Marquette enters on his mission and his last illness. But even now he forgets not to utter words of thankfulness for the blessings which Chicago has bestowed on him, her first citizen.

Father Claud Dablon, who lived until about 1700, was the editor of Father Marquette's paper, as well as the recipient of the letter containing the latter's Chicago journal as already fully quoted. He records the incidents of Marquette's death as reported to him by Pierre and Jacques. As they paddled northward along the Michigan shore his strength failed from day to day, until he could no longer help himself, and had to be handled like a child, yet "maintained in this state an admirable equanimity, joy and gentleness . . . passing his time in colloquies with our Lord, with His Holy Mother, with his angel guardian or with all heaven."

A week before his death he had the precaution to bless some holy water to serve him during his illness, in his agony and at his burial; and he instructed his companions how to use it. The eve of his death, which was Friday, he told them, all radiant with joy, that it would take place on the morrow. During the whole day he conversed with them about

*Mr. Shea inserts (p. 61) a protest against the judging of the Jesuit labors by their visible results. He says: "If they [the Indians] have disappeared from the nations, it was not in their infidelity; many, we trust, were faithful to the graces they received, and if they have melted away before our encroachments it is a reason why we should bless the men who sought to save their souls without caring whether a century later any would exist to show the endurance of their labors. It has been justly remarked of the catholic missions that they ended only with the extinction of the tribe."

†On Charlevoix Map, (1674) the passage between the Chicago and the Desplaines is called "Portage les chênes," the Oak Portage.

the manner of his burial, the way in which he should be laid out; he told them how to arrange his hands, feet and face and directed them to raise a cross over his grave. He even went so far as to enjoin them, only three hours before he expired, to take his chapel bell, as soon as he was dead, and ring it while they carried him to the grave. He gave them his last instructions, thanked them for the charity they had shown him during the voyage, begged pardon for all the trouble he had given them, and directed them to ask pardon in his name of all our fathers and brothers in the Ottawa country [Green Bay]. He also gave them a paper on which he had written all his faults since his last confession, to be given to his superior to oblige him to pray more earnestly for him.

In the following year some of the Mission Indians (Kiskakons) exhumed the body, dissected it, dried the bones in the sun, and "putting them neatly in a box of birch bark they set out to bear them to the house of St. Ignatius." The relics were received with great pomp, and were deposited in a little vault in the middle of the church, where he reposes as the guardian angel of the Ottawa Mission.*

All this Father Dablon sets forth in much detail, and adds with pathetic gravity:

A young woman of about nineteen or twenty, whom the late Father [Marquette] had baptized last year, having fallen sick, asked Father Nouvel to bleed her, and give her some remedies; but in place of medicine he bade her go for three days and say a *pater* and *ave* on the tomb of Father Marquette. She did so, and on the third day was entirely cured, without bleeding or other remedies.

Wise Father and lucky young woman!

The next recorded Chicago incident is the landing made here, early in 1677, by Father Claude Allouez, on his way from Green Bay to the Illinois Indian mission which had been started by Father Marquette. He reports that he entered "the river which leads to the Illinois" where he was met by eighty Indians of the country, by whom he

was handsomely received, the chief advancing about thirty steps holding in one hand a firebrand and in the other a feathered calumet. "As he drew near he raised it to my mouth and himself lit the tobacco, which obliged me to pretend to smoke." Next the good Father reports a speech as made by the chief which smacks far more strongly of the cloister than of the wigwam, and suggests that however little Pottawottomie the missionaries knew, their knowledge of French, supplemented with their pious imaginings, was well able to supply all deficiencies.

LaSalle, the greatest and most distinguished of our French forerunners—and most unfortunate of men—followed in 1682. Of him Father Zenobius Membère (quoted by Father Chretien Leclercq*) says:

"The Sieur Robert Cavalier de LaSalle, a native of Rouen, of one of the most distinguished families there, a man of vast intellect, brought up for literary pursuits, capable and learned in every branch, especially in mathematics, naturally enterprising, prudent and moral, had been for some years in Canada and had already, under the administration of De Courcelles and Talon, shown his great abilities for discoveries. . . . My design being to treat of the publication of the faith to that prodigious quantity of nations who are comprised in the dominions of the king, as his majesty has discovered them, we shall continue our subject by those which were made during the rest of the present epoch in all parts of New France. . . . Finally, in the last years of M. de Frontenac's first administration, Sieur du Lhut,† a man of talent and experience, opened a way to the missionaries and the gospel in many different nations. . . . planting the arms of his majesty in several nations on the right and left, where the missionaries still make every effort to introduce Christianity, the only fruit of which indeed consists in the baptism of some dying children, and in rendering adults inexcusable at God's judgment by the Gospel preached to them.

This slur makes Mr. Shea furious, as he everywhere sides with the Jesuits and against the rival society of the Recollects and their adherent La Salle. He says: "The promise of a general account of discoveries made, and his praise of the Jesuit missionaries in the preceding pages, must excite contempt when

* In 1877, Mr. Cecil Barnes, of Chicago, a well-known scholar and teacher, in company with the village priest of St. Ignatius, Mackinaw, found this tomb and, opening it, exhumed two human bones, together with some wrought nails, a hinge and a large piece of birch bark. They were reverently reinterred; and the account of their finding, written out by Mr. Barnes, is now preserved in the archives of the Chicago Historical Society.

*Shea, p. 83 et seq.

†A name afterward corrupted into Duluth.

we find them a mask for falsehood and concealment." Taking neither side in the long and deadly quarrel between the two ecclesiastical bodies, and the exhibition of "odium theologicum" involved, our chief interest in the matter is to observe it, through the softening mists of time, as a historical curiosity.

The story of La Salle and his brave, faithful lieutenant, Tonty, thrilling, heroic, pathetic, has been so often told that it seems unnecessary to give here any synopsis of it. Such a sketch must fail to do it justice, and one renders a better service to the student by referring him at once to Parkman's, Sparks' and Shea's delightful works* and confining present attention to their occasional mention of Chicago.

Father Membre, being in the great expedition of La Salle (400 persons left Fort Frontenac with him), records as follows:

On the 21st of December [1681] I embarked with the *Sieur de Tonty*, and a part of our people in *Lake Dauphin* [Michigan] to go to the divine river called by the *Indians* *Checagou*, in order to make necessary arrangements for our voyage. The *Sieur de La Salle* joined us here with the rest of his troop on January 4, 1682, and found that *Tonty* had had sleighs made to put all on and carry it over the *Chicago* which was frozen; for though the winter in these parts is only two months long, it is, notwithstanding, very severe. We had to make a portage to enter the *Illinois* river, which we found also frozen; we made it on the 27th of the same month, and dragging our canoes, baggage and provisions about eighty leagues on the river *Seignelay* [Illinois] which runs into the river *Colbert* [Mississippi], we passed the great *Illinois* town without finding anyone there, the *Indians* having gone to winter thirty leagues [75 miles] lower down on *Lake Pimiteoui* [Peoria] where *Fort Crèvecoeur* now stands. . . . These *Indians* do not resemble those at the North who are all sad and severe in their temper. These are far better made, honest, liberal and gay. Even the young are so modest that, though they had a great desire to see *La Salle*, they kept quietly at the doors, not daring to come in. . . . I will say nothing here of the conversions; formerly the *Apostles* had but to enter a country, when on the first publication of the Gospel great conversions were seen. I am but a miserable sinner, infinitely desti-

tute of the merits of the *Apostles*, but we must also acknowledge that the miraculous ways of grace are not attached to our ministry. . . . With regard to these people, perhaps some one by a secret effect of grace has profited; God only knows.

This was the second advance to the *Illinois* of the *LaSalle* party, in the first of which advances *LaSalle* himself did not pass *Chicago*, but, keeping on the eastern side of the great lake, paused at the mouth of the *St. Joseph*, where he built a fort called *Fort Miamis*, and, taking a head-water stream of the *Kankakee* river, reached the *Illinois* through the last named, its southern branch, which forms the *Illinois* on meeting with the *Desplaines*, its northern.

Of the *Chicago* portage, *LaSalle* says in his "Relations":

This is an isthmus of land of 41 degrees 50 minutes North latitude, at the west of the *Isolinois* [Michigan] lake, which is reached by a channel [Chicago river] formed by the junction of several rivulets or meadow ditches. It is navigable for about two leagues [5 miles] to the edge of the prairie a quarter of a mile westward. There is a little lake [Mud lake] divided by a causeway, made by the beavers, about a league and a half long from which runs a stream which, after winding about a half league through the rushes, empties into the river *Checagou*, and thence into that of the *Isolinois*. This lake is filled by heavy summer rains or spring freshets, and discharges also into the channel which leads to the lake of the *Isolinois* [Michigan], the level of which is seven feet lower than the prairie on which the lake is. The river of *Checagou* does the same thing in the spring when its channel is full. It empties a part of its waters by this little lake into that of the *Isolinois*, and at this season, *Joliet* says, forms in the summer time a little channel for a quarter of a league from this lake to the basin which leads to the *Isolinois* by which vessels can enter the *Checagou* and descend to the sea.

(Confusion has arisen from the fact that *La Salle* gives the name "*Checagou*" to the *Desplaines*, our *Chicago* River being called the "*Portage*.")

This is a more accurate description of the spot than *Joliet* or *Marquette* have handed down to us; but the sequel shows that the great *La Salle* had a less just notion of the importance of the portage than had *Joliet*, for he speaks contemptuously of the proposed

* In addition to these grave works, attention is again invited to the charming novel "*Tonty*" by *Mary Hartwell Catherwood*.

canal, saying: "I should not have mentioned it if Joliet had not proposed it without regard to its difficulties."

La Salle made his way down to the mouth of the Mississippi and back, returned to France, prevailed on Louis XIV to give him ships, men and money for an expedition by sea to the Mississippi, sailed, was carried by an ignorant pilot past the delta, and then put ashore and deserted, started northward overland and was killed by his own men March 19, 1687. (See *Narration of Father Douay*, Shea's "Mississippi," page 214.) The faithful and heroic Tonty, his mainstay, learning that he had landed, voyaged all the way down to the Gulf in search of him, without even the sad satisfaction of finding his grave.

Thus did Chicago emerge from the dark of oblivion into the sunshine of history. It was almost exactly half-way, in time, between the arrival of Columbus and the present day—1492, 1692, 1892. But even then her emergence was but momentary, for a variety of circumstances conspired to sink her out of sight for another hundred years. The Kaskaskias, the family of the Illinois which had received Marquette, Allouez, La Salle, Tonty, Membère and the rest so well, were set upon by the dreadful Iroquois from the east (the Five Nations known even as far as Central New York) and nearly exterminated, a blow followed up by the cruel Sauks and Foxes from further up the Mississippi in a still more withering assault on their helpless remnant. So it happened that the few survivors paddled down the Illinois to the Mississippi and down the Mississippi to the river which still bears their name, the Kaskaskia, which enters the great river some sixty miles below East St. Louis. Thither the faithful missionaries followed them and there started a new French village, fort and settlement, whereof the relics are to be found to this day in the shape of French family names, French speech, and French religion and traditions; not to speak of the ruined

remains of Fort Chartres; all most delightfully set forth in Edward G. Mason's "Illinois in the Eighteenth Century," Fergus' Historical Series, Number 12.*

This movement left the Oak Portage away from the two main-traveled roads; for the natural route leading from Green Bay to Kaskaskia was by the Fox and Wisconsin and so down the Mississippi; while the best route from Montreal was through Lake Erie, down the Wabash and Ohio and a hundred miles up the Mississippi. Then when Mobile and New Orleans were settled (1706-1718) the nearest access to tidewater was by batteaux, which plied up and down the Father of Waters. Thus Chicago was once more left to the Indians, the fur-traders, the deer, buffalo, wild turkeys, pigeons, grouse, water fowl and other "bestes sauvages" of which history notes only the existence and the disappearance.

Yet the eighteenth century was full of events bearing upon the welfare of the future city and influencing its character and standing, and even its very nationality and language. How does it happen that, with such a birth and parentage, it is not a French-speaking community under the dominion of France and the tutelage of Rome?

In brief, it is because the English conquered all Canada from the French when Wolfe took Quebec in 1759, and George Rogers Clark conquered the Illinois country from the English for Virginia and the Continentals in 1778, and Virginia ceded it to the United States in 1785.

The first of these far-reaching events, the heroic struggle between Wolfe and Montcalm on the Heights of Abraham, where both commanders, victor and vanquished, fell and died on the field of honor, is part of the world's well-known annals. The second, Clark's equally heroic exploit, is not so well known, and for that reason, added to the consideration that it is of closer interest to Illinoisans and Chicagoans, his name being

* Kaskaskia is older than St. Louis by sixty-four years. It became the first capital of Illinois Territory and State.

perpetuated in the State's counties and towns and the city's streets, it behooves us to pay it a certain degree of attention.

George Rogers Clark was a typical pioneer, frontiersman, Indian fighter and American soldier. He embodied the best qualities of Daniel Boone, John Todd, Simon Kenton, William Wells and the other hardy pioneers who made possible the new West. In brilliancy of achievement and permanency of result he is head and shoulders above them all. The history of the revolutionary struggle has, until our latest times, been written on the eastern edge of our country, and from an eastern point of view, and probably not one in a thousand of its students, on being asked to name, in the order of their importance, the mere soldiers of that war, would get down to Clark at all; many of them not even recognizing the name when mentioned. Yet he who gains the new knowledge set forth in Roosevelt's "Winning of the West," and other like works of the later writers, will see that it is not too much to say that to Clark we owe it that at the peace of Paris the whole Upper Mississippi valley fell to us instead of to England.

The French by priority of occupation held nearly everything west of the Alleghanies. If they had been as good colonizers as they were explorers and soldiers their tongue and not the English would be that of the Mississippi valley to-day. They held Fort Duquesne, and with their allies, the Indians, defeated Braddock's attempt to take it in 1755, and it was not till 1758 that it fell into English hands and was renamed Fort Pitt, Pittsburgh being its modern successor. The English from New England and New York had pushed westward to the eastern end of Lake Erie, but the French held all Canada, and also Fort Niagara, Detroit, Mackinaw, Lakes Superior and Michigan, Fort Chartres, Kaskaskia, Vincennes, Mobile and New Orleans, with all that lay between, until the treaty of 1760, which followed the taking of Quebec.

Kaskaskia, Fort Chartres and Vincennes,

all in the Illinois country, were still strongly French in sentiment, though under English rule, when the Revolutionary war began. The Indians, till then favorable to the French, were bought over by the English and employed by them as allies, to the lasting shame of the more enlightened nation. There was an English garrison at Kaskaskia, under the Chevalier de Rocheblave, an officer of the French troops before the surrender, who found it convenient on that occasion to change his allegiance to the British crown, and was actually commandant of Kaskaskia in 1778. We may readily assume that only few and vague rumors of the revolt of the thirteen colonies penetrated to Kaskaskia in the two years following the Declaration of Independence in 1776. But there was a postman coming who would tell them all the news.

George Rogers Clark (born 1752) was a Virginian who came early to the West and took on the nature and habits of a frontiersman and Indian-fighter. He saw as did no other man the chance and the need for a blow at English dominion in the West, and, in 1778, got from the Governor of Virginia (Patrick Henry) a commission as colonel, an outfit of money, arms, ammunition and supplies, and the privilege of recruiting men to make a campaign against the English in the West and their savage allies. With this slender backing, but with courage and will which counterbalanced all deficiencies, he tramped across the Alleghanies, paddled his way down the Ohio, disembarked at old Fort Massac (dismantled) about a hundred miles above Cairo, and marching across the country northwestward entered Kaskaskia from the rear, taking the English completely by surprise. He himself relates that he found the officers and "habitans" all engaged at a dance, and that after posting his little force (less than 200) he entered the ball-room unannounced and leaned against the door-post looking on, until a young Indian, recognizing him as an alien and enemy, leaped up from where he lay on his

blanket and gave the war-whoop, "Hu-hu-hu-hu!" whereat all the rest were startled out of their gayety. Clark simply said: "Go on with your dancing, but remember that you dance under the flag of Virginia, not that of England."

The villagers had been taught to regard the "buckskins" as being as bad as hostile Indians, if not worse, and next morning a deputation of leading citizens waited on him offering all they had—themselves as slaves—if only their wives and children might be spared. He told them, of course, that Americans did not make war on women and children—a palpable hit at England and her allies—and that so long as they obeyed the laws and maintained order no one should be molested. On the next Sunday the Catholic services, suppressed under his predecessors, were resumed, and Clark and his men were the heroes and idols of the simple, impressible French colonists. Their priest, Father Gibault (often mentioned in E. G. Mason's work, *Fergus' Series*, No. 12) volunteered to go over to Vincennes, announce the capture of Kaskaskia, Fort Chartres and Cahokia, and urge the other settlement to throw off the English yoke and declare for the Continental cause, all of which he soon accomplished, the British retiring to Detroit, where Colonel Henry Hamilton, commander of the Western forces, had his headquarters. Rocheblave, Clark sent to Virginia as a prisoner of war.

The capture of Kaskaskia took place early in July, 1778, and, by August, Vincennes, and in fact all the "Illinois country" south of Lake Michigan, was clear of English soldiers. But Hamilton was not idle. He got together a formidable force of English and Indians, and armed and equipped it to re-take Vincennes first; next to defeat and capture Clark and his insolent ragamuffins, and then to rouse the fierce Southern Indians, Choctaws, Chickasaws, etc., carry fire and sword through Kentucky, and perhaps even recover Fort Pitt itself for his Majesty George Third.

We are told by Roosevelt (Winning of the

West) that "every soul in Detroit was busy from morning to night in mending boats, baking biscuit, packing provisions in kegs and bags, preparing artillery stores and in every way making ready for the expedition. Fifteen large batteaux [plank scows] and pirogues [dug-out tree-trunks] were procured; these were to carry the ammunition, food, clothing, tents and especially the presents for the Indians. Cattle and wheels were sent ahead to the most important portages on the route to be traversed."

The country between Toledo on the Miami and Vincennes on the Wabash being all in the hands of their red allies their march was a brilliant success, and Vincennes being only held by a handful of local militia, fell back into their hands without a shot. Hamilton knew that Clark had only 110 men of his own, not a third part of Hamilton's number, and had the English pushed right across to the Mississippi it is hard to fancy how Clark could have escaped ruin; but the autumn was now advanced, a winter campaign would mean appalling hardship in that flat and flooded country; spring was coming, when Hamilton would be stronger and Clark weaker—what more natural than to lie still, keep the road to Detroit open, the road to Virginia closed, and the preparation for a glorious spring campaign in constant progress?

"Natural," certainly, but the actions of a hero and a genius are not "natural;" they are exceptional. Hamilton's course was that of common sense, Clark's was that of soldierly inspiration. Incredible as it may seem, he took his little Spartan band (now recruited up to 170 men) and without boats, biscuit, packed provisions in kegs and bags, artillery stores, cannon, wheels on oxen, actually set out on February 7, 1779, to march 240 miles, subsisting on the game to be found in that desolate solitude of snow, water and ice! The story of that march reads like a romance. Tramping, ice-breaking, wading, fording, ferrying, starving, the band at last heard the morning gun from the fort at

Vincennes, and coming up unseen sent in a demand for surrender, which the French inhabitants received, read and discussed, but did not disclose to Hamilton. In the evening Clark entered the town and opened fire on the fort, and during the night dug a rifle-pit which commanded the port-hole where the cannon was planted. Next day they kept up a continuous fire on the garrison (whenever they could get a shot) and at the same time ate breakfast, their first regular meal for a week. At noon Clark summoned the fort; Hamilton refused to surrender and the firing continued; Clark forbidding the assault asked by the backwoodsmen. The story goes that a marauding party of Indians returning in the afternoon with booty and scalps, fell into the hands of Clark's men and six of their number were led out in view of the fort, tomahawked and thrown into the river like dogs; an expression of Clark's opinion about the deserts of Hamilton's precious allies.

Hamilton surrendered, and with his brother officers, was sent, like Rocheblave, to Virginia as prisoner of war; while the buckskins "grew almost rich" by the capture of the stores in the fort and the successive arrivals from Detroit of goods consigned to Hamilton.

This was the "Valley Forge winter," and it has been said that the passive endurance at the East was child's play compared with the active heroism in the West. Each student must form his own conclusion. One thing is certain; the English-and-Indian control of the Illinois country never recovered from that blow, and when in the discussion of boundaries at the treaty of Paris in 1782 the English commissioners held so strenuously for a foot-hold south and west of the great lakes, the fact that our forces had seized and held their outposts was the main factor in giving us the glorious victory which saved

Michigan, Illinois, Wisconsin and Minnesota; and made possible the subsequent acquisition from France and Spain of the entire country west of the Mississippi.

To return to Chicago. After 1699, when St. Cosme, a missionary priest, wrote a letter to the Bishop of Quebec, describing a journey from Michilimackinac to the mouth of the Arkansas, in which letter he speaks of staying "at the house of Jesuit Fathers at Chicago," the name is almost lost in oblivion. Once (1728) it comes to the light of day. The Sacs and Foxes of the Upper Mississippi, hereditary enemies of the Illinois, were a thorn in the side of de Siette (commandant at Fort Chartres), marauding, killing and scalping settlers up to the very neighborhood of the Fort. Mason says:

In the great wrath de Siette opened a correspondence with de Lignerie, the French commandant at Green Bay, and proposed that the Fox tribe be exterminated at once. The calmer de Lignerie replies in substance that this would be the best possible expedient, provided that the Foxes do not exterminate them in the attempt. And he suggests a postponement of hostilities until de Siette and himself can meet "at Chickagau or the Rock" and better concert their plans. But soon the French authorities adopted the views of the commandant at the Illinois, and the Marquis de Beauharnois (grandfather of the first husband of the Empress Josephine), then commanding in Canada, notified him to join the Canadian forces at Green Bay, in 1728, to make war upon the Foxes. A battle ensued in which the Illinois Indians, headed by the French, were victorious. But hostilities continued until de Siette's successor, by a masterly piece of strategy, waylaid and destroyed so many of the persistent foemen that peace reigned for a time. (Fergus' Series, No. 12, p. 28.)

It was the peril from the Sacs and Foxes that drove the travel and trade away from the Chicago route to that of the Wabash. Then too, "John Law's bubble," the *Compagnie de l'Occident*, took in the Mississippi, and the trade by batteaux between Kaskaskia and New Orleans thrived greatly.

CHAPTER III.

FIRST PERMANENT SETTLEMENT.

JUST about the time when Clark was in 1778, in the midst of the Revolutionary war, the name reappears in literature in a curious way. It comes to us through a poetical allusion from the pen of Colonel Arent Schuyler de Peyster, commandant at Michilimackinac. De Peyster, as his name suggests, was a New Yorker of the ancient Dutch stock. He entered the English army and in 1757 was commissioned lieutenant in the Eighth or King's regiment of foot. Necessarily he was and continued to be a Royalist, and when war broke out served King George against General George.

Not in jest, but in naive, sober earnest, the Indians used to say that "the first white man in Chicago was a nigger." To them all non-Indians were "white;" the adjective having in their minds only a racial significance. Then, too, the savages had no jests—no harmless ones.

Peering into the dim past (as we have done) for early items concerning what is now Chicago, one comes first to the comparatively clear records of the French who came in by the way of the St. Lawrence in the seventeenth century. From that time there occurs a great blank. Scarcely a ray of light or a word of intelligence pierces the deep gloom for just one hundred years. Detroit, Mackinaw, Lake Superior, Green Bay, Fort Duquesne and St. Louis are kept in view; and even Kaskaskia and Fort Chartres, both in Illinois territory, are on record because (as has been said) they were points of importance in John Law's Mississippi scheme. But Chicago was almost as if it had sunk below the waves of Lake Michigan when La Salle and Marquette bade it good-bye. Suddenly,

Luckily for our knowledge of the West during Revolutionary times, Colonel de Peyster was a scholar and a gentleman as well as a soldier and a tory. He left a volume of "Miscellanies," which were first published (1813) in Dumfries, Scotland, whither the old soldier retired when the bad cause for which he made a good fight came to a disastrous end by the peace of Paris in 1783. An edition, edited by General J. Watts de Peyster, of Yonkers, was published in 1888.*

Colonel de Peyster's post of loyal service was Mackinaw, whither, as the "Miscellanies" tell us, he was sent early in 1774 "to

* After his return to Scotland, Colonel de Peyster commanded the regiment of "fencibles" (militia) of which Robert Burns was a member; and it was to him that the poet wrote his poem "To my Colonel!" beginning:

"My honor'd colonel, deep I feel
Your interest in the poet's weal;"

and ending:

"But lest you think I am uncivil
To plague you wi' this draunting drivel,
Abjuring a' intentions evil,
I quat my pen.
The Lord preserve us fra the devil!
Amen! Amen!"

command the post, with the painful task of superintending the Lake Indians."

. . . . "Canoes arrived with passes signed by the American General Wooster and Dr. Benjamin Franklin, wherein was stipulated that those traders should not afford any succor whatever to the British garrison."

He adds that in the spring following "they [the Indians] were sent down to assist General Burgoine in his expedition across Lake Champlain;" an entry which recalls the fate of poor Jane McCrea, whose death at their hands (near Saratoga) used to draw tears from our childish eyes in the good old times before patriotism was no more.

In that expedition they seem to have done no valuable service to King George (except the killing of Miss McCrea), and on their return they were assembled at Mackinaw for the purpose of making a diversion in favor of the English General Hamilton, whom George Rogers Clark, our paragon of Western soldiers, had already (though de Peyster did not know it) defeated and sent across the Alleghanies a prisoner to Patrick Henry, governor of Virginia.

Now comes in the mention of Chicago. De Peyster made a speech to the assembled red-skins, which speech he next day turned into rude rhyme at the request of a fair lady* whom he calls "une chere compagne de voyage." The "poem" is included in the "Miscellanies."

The entire versified speech is too long to quote, interesting though it be as an un-studied sketch of things of that time and place. Any one wishing to know more of it can find it in the "Miscellanies" of which a copy should be easily found in any large New York library.

* The lady was his wife. The marriage was childless, and General J. Watts de Peyster says (1892) in a private note: "She was *chère* indeed to de Peyster's lineal heirs, for her cajolery of the colonel transferred his property from his nephew, protégé and namesake, Captain Arent Schuyler de Peyster, to her own people, McMurdos or whatever was the name of her nephews." General de Peyster says that he himself got the story from Captain Arent Schuyler de Peyster, the namesake in question, and the discoverer of the "De Peyster Islands" in the Pacific Ocean.

SPEECH TO THE WESTERN INDIANS.
Great Chiefs, convened at my desire
To kindle up this Council fire
Which with ascending smoke shall burn
Till you from war once more return
To lay the axe in earth so deep
That nothing shall disturb its sleep.

* * * * *

I know you have been told by Clark
His riflemen ne'er miss the mark;
In vain you hide behind a tree
If they your finger-tip can see,—
The instant they have got their aim
Enrolls you on the list of lame.
But then, my sons, the boaster's rifles,
To those I have in store are trifles;
If you but make the tree your mark
The ball will twirl beneath the bark,
Till it one-half the circle find,
Then out and kill the man behind.

Clark says, with Louis in alliance
He sets your father at defiance.
That he too, hopes, ere long, to gain
Assistance from the King of Spain.

* * * * *

Suppose, awhile, his threats prove true,
My children, what becomes of you?
Your sons—your daughters—and your wives,
Must they be hacked with these big knives?

* * * * *

Clark, soon repulsed, will ne'er return
While your war-fire thus clear doth burn

* * * * *

At Fort St. Joseph and the Post
Go—lay in ambush for his host,
While I send round Lake Michigan
And raise the warriors to a man,
Who, on their way to get to you
Shall take a peep at Eschikagou.*
Those runagates at Milwaukie
Must now perforce with you agree.
Sly Siggennaak and Naakewoin
Must with Langlade their forces join
Or he will send them *tout au diable*.
As he did Baptist Point de Saible. †

*A river and fort at the head of Lake Michigan.

†A handsome Negro (well educated and settled in Chicago), but much in the French interest.

So steps upon the stage of history the earliest non-Indian settler of Chicago; the man who built, at about the time of our Declaration of Independence, a house which

was standing within the memory of hundreds of the Chicagoans of 1892; the well-known "Kinzie mansion," which faced the north bank of the river where Pine street now ends.

Mrs. John H. Kinzie in her invaluable book "Wau-Bun, the early day in the North-west," calls him Point au Sable, and says he was a native of St. Domingo and came from that island with a friend named Glamorgan, who had obtained large Spanish grants in or about St. Louis. She adds that he sold his Chicago establishment to a French trader named Le Mai, and went back to Peoria, where his friend Glamorgan was living, and died under his roof—presumably about 1800. From Le Mai the property passed, in 1803, to John Kinzie, the real pioneer of Chicago.

Hispaniola (Hayti and St. Domingo) was discovered and even colonized by Columbus in 1492. It had then some 2,000,000 inhabitants living like our first parents in Eden (Genesis I and II), but the unspeakable cruelty of the Christian Spaniards so depopulated the splendid and happy island that in 1517—twenty-five years later—it was requisite to import negro slaves to carry on the mining, and to-day not one soul of the original race survives. The French began to come in in 1630, and by the treaty of Ryswick (1697) the island was divided between France and Spain. Then began the greatness of the Haytian Negro, which culminated in Toussaint L'Ouverture, liberator of his race from French slavery and his land from French dominion; and, later, victim to Napoleon's perfidy.

Under the French rule many free negroes were educated in France; very possible Baptiste Pointe de Saible among the rest. At any rate he was of the adventurous spirit which would rather be first in a new sphere than last in an old, and, with Glamorgan, came over to Mobile or New Orleans and (probably on one of John Law's "Campagnie de l'Occident" bateaux) came up the Mississippi to Kaskaskia, Cahokia, Saint Louis,

and at last to Peoria on the Illinois where he left Glamorgan and pushed on to the Pottowatomie outpost where we find him in 1778, the object of Colonel de Peyster's admiring dislike.

Edward G. Mason, in an address before the Historical Society, gives a tradition regarding Pointe de Saible's welcome on Chicago soil, which tradition is said to spring from a descendent of his, who lived at Cahokia. It runs thus: An Indian being south of the Portage river—now call the Chicago—being out hunting, suddenly came upon a strange object half hidden by the underbrush. It was a black face, with white eyes and woolly hair! After gazing at the novel sight a while he grunted "ugh! Mucketaweess! ("Black meat.") "Manitou!" (Bad spirit.) He captured the odd animal and carried him to the village, whither came the Indians from far and near to gaze, to wonder, to speculate. Fortunately for Baptiste, for Chicago, and for history, the consensus of opinion called it "bad meat," and so the creature's life was spared.

One other mention of him is thrown up from the ocean of oblivion on the almost barren shore of Western history. The third volume of the Wisconsin Historical Society's collections contains some "Recollections" of Augustin Grignon (a grandchild of Sieur Charles de Langlade, who became the first permanent white settler of Wisconsin, about 1735), among which occurs the following precious bit:

At a very early period there was a negro who lived there (Chicago) named Baptiste Pointe de Saible. My brother, Perish Grignon, visited Chicago about 1794, and told me that Pointe de Saible was a large man, that he had a commission for some office, but for what particular office or from what government I cannot now recollect. He was a trader, pretty wealthy, and drank freely. I do not know what became of him.

With these bits of chance allusion—touches here and there—we get a quite distinct impression of the lonely Baptiste. His origin shows possibility of greatness, for it was the same with that of Francois Domin-

ique Toussaint, surnamed l'Ouverture. Like him he was a French West-Indian mulatto. He was large, handsome, well educated and adventurous, traits which mark pretty nearly his migrations and his fortunes. Neither in Mobile, New Orleans, Kaskaskia nor St. Louis could he probably feel at home, for at each of those places nigrity was associated with servitude. Among the Peoria Indians he probably found scanty elbow-room, especially if his friend and rival trader, Glamorgan, was, as his name implies, of Welsh blood, a race which gleans close and thrives where others starve.

Not unnaturally would he (as tradition also suggests) aspire to headship of the great tribe of Pottowatomies, for he knew how vastly superior he was to the best of them; and quite as naturally would he fail, seeing that the red strain of blood and the black have even less in common than has each with the white. At the same time, considering the state of domestic relations at that time and place, we may be very sure he did not fail to "take some savage woman"—one or more—to rear his "dusky race" in large numbers and much rude half-breed gayety and contentment.

As to his "office" one would like greatly to know something about it and is prone to wish that *somebody* would look it up—in the general government archives, or those of the Northwest Territory which had been established in 1788, General St. Clair being the first Governor and Cincinnati (Losantiville) its capital. (It could scarcely have been an English office, in view of the unfriendly allusion by de Peyster, though the English maintained hereabouts emissaries—fomenters of discontent—away on almost to the War of 1812.)

Jean Baptiste's name, "Pointe de Saible" (or Sable), might be suspected of being a description of his residence rather than an inheritance from his forefathers, for the cabin of squared logs so early built and so lately destroyed stood at the head of a great sand-point which of old interrupted the

course of the Chicago river lakeward and turned it southward. But the records and traditions are old enough and exact enough to uphold the name as a patronymic and leave the place as a mere coincidence. One might almost as reasonably trace it to his lack of grit and perseverance, seeing that he put his hand to the plow and looked back, that he came to Chicago in hope and moved away in despair, that having a "homestead location" he didn't stay and "prove up," that owning (by occupation) a thousand million dollars' worth of real estate he sold it for a song instead of holding it for a boom. *Point de Sable*—no sand.

The house was of squared logs, after the fashion of the very best of the frontier mansions of that day. In 1796 it passed to the possession of Joseph Le Mai, a French trader, and Pointe de Saible departed and returned to Peoria where he died at the home of his old friend Glamorgan. Le Mai, in his turn, sold the homestead to John Kinzie in 1803—and our wanderings have brought us to the living Chicago at last.

Standing here at the door of the so-called "Kinzie Mansion" with John Kinzie, true father of the city, on the day of his purchase from LeMai, what do we see?

Under our feet lie the familiar sands of the "North Side," and on our left, as we face southward, toss the ceaseless waves of Lake Michigan which has in the past ages deposited those sands, receding foot by foot as it did so. In front of the house flows a deep, narrow, weedy stream, sluggish for the most part, but occasionally (especially in the springtime), a racing flood of water and ice.* The streamlet comes from the westward to a point just in front of the cabin, where it makes a strong—almost sharp—turn southward and only reaches the lake some half mile below (now Madison street),

*At first view one wonders that so slight and variable a current should form so deep a bed; but reflection shows that the weedy edge, growing strong, rank and matted with interlaced roots, must, in time of flood, offer more resistance to the abrasion of the current than does the sandy or oozy bottom. Therefore each freshet deepens but does not widen the channel.

where it ripples and straggles over a long, shallow bar to become lost in the larger body.

This remarkable formation is due to a strange and far-away cause; nothing less than the prevailing southwest winds! These, blowing over the prairies, as they do almost continually, drive the lake waves obliquely against the eastern or Michigan shore, whence arises a persistent current northward along that shore, naturally compensated by an equally persistent current southward along the western margin, which latter current carries with it a stream of sand, and this southward-moving sand, meeting the river current, struggles with it, deflects it and is partly checked by it, so that a tongue of sand pushes toward the south not only the Chicago river but every other affluent, to the smallest rill. Whoever walks on the lake shore at points where the southward movement is not checked by piers, may see in miniature the entire process, at any place where a brook, a rill or even a ditch debouches on the lake; and at any place where a pier is thrown out may see the accumulation of sand on its northern side by yards or acres, according as the pier is long and of long standing or otherwise.

The river flows sluggishly from the westward, where, about three-quarters of a mile away, it branches sharply northward and southward; the north branch or Guarie river being the smaller of the two and dwindling as it extends up to the marshy flat we know as the "Skokie," now forming the western horizon of Wilmette, Winnetka, Highland Park, Lake Forest, etc. The South Branch, or Portage river is more considerable; and after a bend eastward (about our Twelfth street), wanders away toward the southwest until (near our Ashland avenue) it divides into two, the southerly fork reaching past the present stock yards (Forty-second street, etc.) while the west fork leads almost directly toward the setting sun, passing the place where stands the city prison or Bridewell, and widening into the

unlovely Mud Lake which reaches almost to the "Divide" at Summit, where the Desplaines, after passing through the pretty suburb of Riverside, flows southwestward as far as Lemont, then nearly due south to Joliet, and thence west and south until it is joined by the Kankakee, and with it forms the Illinois and sends its waters to the Gulf of Mexico by junction with the Mississippi at Grafton.*

Behind the log house to the northward, skirting the lake shore and contending with its encroaching sand hills, are the oak woods which cover the entire North Side from the lake to the "Guarie" and from the main river away up to Green Bay probably. Along the distant south branch or "Portage river"† lies also a visible fringe of timber. The rest of the South Side is flat, grassy, flowery prairie, broken by two small streams or "sloughs" which empty into the main river, one at about where the foot of State street now is, the other near the present La Salle street tunnel. Far away, south-by-east, five miles or so, about where Fortieth street now is, begin the "Oak Woods" of which we shall hear more hereafter.

Adjoining the two "sloughs" may very likely be seen a few Indian "wigwams,"

*The west fork of the south branch is the stream on which Joliet found his "short portage," and where Marquette, after his winter on its bank, journeyed on to find the village of the Illinois Indians. It is also the place of the "Ogden-Wentworth Ditch," an enterprise undertaken and carried through by William B. Ogden and John Wentworth to drain the low lands of Mud Lake, which they had bought as investment. It is supposed that they contemplated turning into their ditch the whole Desplaines river, thinking that it would deepen the ditch and make it navigable through its entire length, thus carrying out Joliet's idea of a continuous waterway between the lake and the gulf. But as this did not follow, they built a dam at the head of their ditch, trying to keep any of the Desplaines water from coming into the river and lake. This the Desplaines landholders objected to, because in flood-times it tended to increase their overflow, and so they tore down the dam and a quarrel raged with some heat in its time, but the mists of years have softened it into a mere tradition.

†Gurdon Hubbard says that when he came here in 1818, the north and south branches bore the names of Guarie and Portage rivers respectively; the former named from a farmer whose corn hills were still visible on the prairie; the latter from the often-mentioned passage to the Desplaines.

"teepees," or "wickiups;" poles crossing each other where they are tied together near the top, spreading apart at the bottom and covered with tanned buffalo hide, each tent being the dwelling of an Indian family and having near it a cooking fire where squaws, worn, bent and shabby, are squatting over their tasks.

Except these few savage suggestions of human existence not a trace of life animates the large expanse; not a sail on the lake, not a house, fence, stock, rick or vehicle on the land. A few years later a road, stretching southward along the sand on the lake shore, and another southwestward along the Portage timber, might have been seen. But not yet, though by search one might find the "innumerable trails," which, an early writer says, converged here from all directions, many of them doubtless the deep old buffalo paths which endure on some open prairies to this day.

O for a glance into the minds of seller and buyer, as they concluded their bargain, to know how much and how little thought there was there of what one short century was to bring forth on that well-watered plain!

John Kinzie, silver-smith, frontiersman, Indian-trader, probably foresaw with much distinctness the proximate result of his purchase. The fort was ordered and would be built. Soldiers would give protection and need help. Indians would flock in from the West, bringing furs, and a few lake-craft each year would appear from the East to carry away the furs and leave money and merchandise in exchange. So he would do well to bring from Michigan his wife, his step-daughter and his little baby son, to live in this far-away spot and "grow up with the country."

We now come to the time covered by that delightful book "Wau-Bun," written by Mrs. John H. Kinzie, daughter-in-law of "old John," at sundry times and published in sundry forms. The edition at hand bears the imprint of Derby & Jackson, New

York and Cincinnati, and the date of 1856. It is long out of print, but in the newly awakened interest which Chicago's progress has aroused, it seems altogether probable that a new edition must shortly come out.

An extract (the first of many) from Wau-Bun, gives part of the history of John Kinzie; other parts we shall get from other sources.

He was born in Quebec, L. C., in 1763. His mother had been previously married to a gentleman of the name of Haliburton. The only daughter of this marriage was the mother of General Fleming and Nicholas Low, Esq., of New York. She is described as a lady of remarkable beauty and accomplishments. Mr. Kinzie was the only child of the second marriage. His father died in his infancy, and his mother married a third time, a Mr. Forsyth, after which they removed to the city of New York.

At the age of ten or eleven years he was placed at school at Williamsburgh, L. I. A negro servant was sent from the city every Saturday to bring the children home, to remain till Monday morning. Upon one occasion, when the messenger arrived at the school, he found all things in commotion. Johnny Kinzie was missing! . . . He had by some means succeeded in crossing from Williamsburg to the city of New York, and finding at one of the docks on the North river a sloop bound for Albany took passage on board of her. . . . He was going to Quebec.

This youthful escapade seems to sound the keynote of the qualities that stamped the name of Kinzie on so much that is ancient and honorable in Chicago. The boy got a chance to earn a living and learn a trade in the shop of a silversmith; hence the Indian name of his later years, "Shaw-me-aw-kee," the silversmith.

Three years later the family, now reinforced by five little Forsyths, called at Quebec for him and took him with them to Detroit. One touching memento of their residence in Detroit is quoted by Mrs. Kinzie from an old family Bible, as follows:

George Forsyth was lost in the woods 6th August, 1775, when Henry Hays and Mark Stirling ran away and left him. The remains of George Forsyth were found by an Indian the 2d of October, 1776, close by the Prairie Ronde.

Family tradition gives some particulars of the disaster, adding that after its fourteen

months of exposure there was nothing to identify the body but the auburn curls and the little boots. At this time the Revolutionary war was already in progress, Bunker Hill was fought before the boy's death and the Declaration signed before the finding of his body. Henry Hamilton was the English Lieutenant governor at Detroit, succeeded by de Peyster in 1778, as before set forth. Thirty-seven years later, after Hull's surrender, after the massacre at Fort Dearborn, Kinzie was a prisoner in Detroit, as we shall see in due course. Mrs. Kinzie goes on to relate:

Mr. Kinzie's enterprising and adventurous disposition led him, as he grew older, to live much on the frontier. He early entered into the Indian trade and had establishments at Sandusky and Maumee, and afterward pushed further west, about the year 1800, to St. Joseph's [Michigan.] In this year he married Mrs. [Eleanor Lytle] McKillip, the widow of a British officer, and in 1804 came to make his home at Chicago. It was in this year that the first fort was built.

By degrees more remote trading-posts were established by him, all contributing to the parent one at Chicago; at Milwaukee with the Menomonees, at Rock River with the Winnebagoes and the Pottawatomies; on the Illinois river and Kankakee with the Kickapoos in what was called "Le Large" being the widely extended district afterwards erected into Sangamon county [the Grand Prairie.]

Each trading post had its superintendent and its complement of *engagés*, its train of pack horses and its equipment of boats and canoes. From most of the stations the "furs and peltries" were brought to Chicago on pack-horses and the goods necessary for the trade were transported in return by the same method. The vessels came in the spring and fall (seldom more than two or three annually) to bring the supplies and goods for the trade, and took the furs already collected to Mackinac, the depot of the Southwest and American Fur companies. At other seasons they were sent to that place in boats, coasting around the lake.

We now turn back to a part of the Kinzie story (and indirectly the Clybourn story too) which interests Chicago to this day. To begin at its beginning we have a very early bit, best told by Rufus Blanchard in his "Discovery of the Northwest and History of Chicago." (R. Blanchard & Co., Wheaton, Ill., 1881.) He says:

Among the venturesome pioneers of Virginia was a backwoodsman named McKenzie. He with a number of his comrades settled at the mouth of Wolf's Creek where it empties into the Kenawha. During Dunmore's war on the frontier [circa 1778] the Shawanese (Shawnees) in one of their border forages came suddenly upon the home of McKenzie, killed his wife and led two of his children into captivity. The names of the young captives were Margaret, ten years old, and Elizabeth, eight years old. They were taken to old Chillicothe, the great Indian town of the Shawanese, where they were adopted into the family of a high bred Indian Chief and raised under the tender care of his obedient squaw, according to the custom. Ten years later, Margaret was allowed to accompany her foster-father on a hunting excursion to the St. Mary's river near Fort Wayne. A young chief of the same tribe became enamored by the graces and accomplishments of the young captive, but Margaret. . . recoiled from her swarthy lover and determined not to yield her heart to one who had no higher destiny for her than to ornament his leggings with porcupine quills, one of the highest accomplishments of which a squaw was capable. . . .

Margaret's lover . . . approached the camp where she was sleeping, intending to force her to become his wife. According to the Indian custom a din of yells and the rattle of an Indian drum announced the intentions of the would-be bridegroom to the terrified victim. The heroine fled into the forest for protection. Fortunately her dog followed her as she fled down the bank of the St. Mary's river to the stockade, half a mile distant, where the horses were kept. The footsteps of her detestable lover were close behind. She turned, set her dog upon him, and reached the stockade; unhitched a horse, leaped upon his back and took flight through the wilderness, seventy-five miles to her Indian home at Chillicothe. The horse died the next day after he had performed so wonderful a feat, without rest or subsistence. This heroic girl and her sister Elizabeth afterwards became the mothers of some of the first pioneers of Chicago. . . .

After the adventures of Margaret as just told, she with her sister Elizabeth, were taken to Detroit by their foster-father and here they became acquainted with John Kenzie. The brilliant young adventurer beheld the beautiful young captive Margaret with the eye of a lover, and they were soon married. Elizabeth at the same time met a Scotchman named Clark and married him. The two young couples lived in Detroit about five years, during which time Margaret had three children, William, James and Elizabeth, and Elizabeth had two children, John K. and Elizabeth.

The treaty of Grenville, 1795, having restored peace on the border, Mr. Isaac McKenzie, the father, received tidings of his children and went to Detroit to see them The two young mothers, with the children, returned with the father to the old home, to which arrangement both of their husbands consented. A final separation was not intended, but time and distance divorced them forever. Mr. Kenzie afterwards moved to St. Joseph where he married a Mrs. McKillip, the widow of a British officer. Margaret married a Mr. Benjamin Hall of Virginia, and Elizabeth married Mr. Jonas Clybourn, of the same place. David, the oldest son of Benjamin Hall and Margaret, made a journey to Chicago in 1822, where he remained three years. . . . On his return to Virginia his flattering account of the place induced a number of persons to emigrate thither. The first of these was Archibald Clybourn, the oldest son of Elizabeth, who remained a permanent resident and an esteemed citizen, well known to thousands of the present inhabitants of Chicago. His mother was Elizabeth, the captive, who with her second husband, Mr. Clybourn, soon afterwards came to Chicago. Mr. Benjamin Hall was another one of Chicago's pioneers who emigrated to the place in consequence of David Hall's commendation of its future promise. Margaret, the captive, was his aunt, and to him the writer is indebted for the detail of Margaret and Elizabeth's history. Mr. Hall is now a resident of Wheaton. He came to Chicago in 1830 and was the proprietor of the first tannery ever established there. . . Elizabeth Kinzie, daughter of John Kinzie, by Margaret, became the wife of Samuel Miller, of a respectable Quaker family in Ohio. This woman was highly esteemed by all who knew her for her estimable traits. Her husband kept the Miller House at the forks of the Chicago river. . . James Kinzie came to Chicago about 1824 and was well received by his father.

Such is the romantic and thrilling tale as well told (at a little more length) by Mr. Blanchard. The main facts are doubtless truly set forth; some minor matters, such as an actual ceremony of marriage between the captive girls and Mr. Kinzie and Mr. Clark respectively, may be open to question. Such things were not strictly observed on the wild frontier in those days, and the fact of the ready departure of the two mothers and their children and the subsequent alien marriages of all the four parties concerned, casts a cloud of doubt over this part of the

narrative. Of necessity there remained a "bond sinister" in one or other of the lines of descent, and it seems extremely improbable that it was in that of John and Robert A. Kinzie and their sisters, Mrs. Walcott and Mrs. General Hunter. Mrs. Kinzie in her biographical sketch (in *WauBun*) does not allude to the matter, and that branch of the family seems always to have maintained relations, civil but not intimate or even familiar, with the other and less distinguished scions of the blood.

John Kinzie was forty years old at the time when he bought the Pointe-de-Saible Le Mai cottage. After the purchase he went back, presumably to Detroit, where his wife was staying with her very young baby, John Harris Kipzie. At least we hear of the latter's having been born at Windsor, Canada, opposite Detroit, and having come to Chicago with his parents in 1804, being then some six months old. Of this journey Mr. Blanchard says (*Discovery*, p. 226):

An Indian trail then led from Detroit through Ypsilanti (then known as Charm's trading station), Niles and St. Joseph, around the southern extremity of Lake Michigan. This was the only way by which Mr. Kinzie could reach the place, and horseback the only means of transportation. Accordingly their effects were packed in sacks and lashed to a horse's back, and Mr. and Mrs. Kinzie and the daughter were each mounted on a horse, with Johnny slung in a swaddling pocket from the horn of a saddle, and the journey was begun. Day after day they pursued their wooded trail, camping out each night, till Chicago was reached.

John Wentworth seems to have been the most tireless and efficient of explorers into the facts of the building and the subsequent vicissitudes of Fort Dearborn. "An address delivered at the unveiling of the memorial tablet to mark the site of the block-house, on Saturday afternoon, May 21, 1881, under the auspices of the Chicago Historical Society; with notes and an appendix, by Hon. John Wentworth. LL.D., late editor, publisher and proprietor for twenty-five years of the *Chicago Democrat*, the first corporation newspaper, member of Congress for the Chicago District for twelve years, two

terms mayor, and a settler of 1836," is the highly descriptive title of No. 16 of the Fergus' historical series.*

In it he sets forth a mass of matter, much of it entirely new, part being obtained from the War Department records (under the order of Hon. Robert T. Lincoln, then secretary of war, son of the martyred president), part gathered from other official sources and part learned from private persons and documents.

The first official recognition of a fort to be built at the now historic spot is a letter (June 28, 1824) from General Henry Dearborn, secretary of war under president Jefferson, to General James Wilkinson, commanding in the West. The letter says, among other things:

Being of opinion that for the general defense of our country we ought not to rely on fortifications, but on men and steel; and that works for resisting batteries of cannon are necessary only for our principal seaports, I can not conceive it to be useful or expedient to construct expensive works for our interior military posts, especially such as are intended merely to hold the Indians in check. I have therefore directed stockade-works aided by block-houses, to be erected at Vincennes, at Chicago, at near the mouth of the Miami of the lakes (Toledo) and at Kaskaskias, in conformity with the sketch herewith inclosed, each calculated for a full company.

Mr. Wentworth mentions the well-known clause in the treaty of Grenville in 1795, wherein the Pottowatomies, Miamis, etc., ceded "one piece of land, six miles square, at the mouth of Chicago river, emptying into the southwest end of Lake Michigan, *where a fort formerly stood*," and adds: "Many persons beside myself have endeavored to find something to give character to this fort thus recognized by General Wayne." He seems to ignore the memorandum already quoted from Colonel de Peyster: "Eschickagou, a river and fort at the head of Lake Michigan." Also the already-quoted memorandum made by Captain Andreas in his history of Chicago.

John Whistler was a soldier in the British

army surrendered at Saratoga in 1777. After the peace he entered the American service and commanded the company ordered from Detroit, in 1804, to occupy the new Chicago post and build the fort. Captain Whistler had for his lieutenants James S. Swearingen and William Whistler, his son, who had married, (1822), in Detroit, Julia Ferson.*

Lieut. Swearingen led the company overland, a pleasant march, we may be sure; two hundred and eighty miles through leafy Michigan in the leafy month of June. Captain John Whistler, with his wife and son George W. (then three years old, later a distinguished engineer in the Russian railway service) and his son Lieutenant William Whistler with his bride, took passage round the lakes in the U. S. schooner Tracy, Dorr master, bringing baggage and supplies. The schooner stopped first at St. Joseph, Michigan, whence the passengers came to Chicago in a row-boat. The schooner, on arriving at Chicago, anchored half a mile from shore, discharging her freight by boats; for the river mouth (Madison street) was not then usually fordable, and was always far too shallow to admit any sailing vessel. (Not until 1834 did any craft larger than a canoe or batteau sail on the Chicago river.) Mrs. William Whistler, on her visit to Chicago in 1875, gave a vivid picture of things here at her first arrival seventy years before. She says that some two thousand Indians visited the locality during the vessel's stay, attracted by the sight of a "big canoe with wings."

Mrs. Whistler said that there were here then but four rude huts or traders' cabins, occupied by white men, Canadian French with Indian wives; among them Le Mai, Ouillemette and Pettell. Le Mai being mentioned instead of Kinzie, the time seems to have been—if our dates are correct—between the time of Kinzie's purchase of the log house and his bringing his friends to occupy it.

*This inestimable series, consisting of some thirty pamphlets, is published and for sale by the Fergus Printing Co., Chicago.

* This lady, born in Salem, Mass., in 1787, and married as we observe, at fifteen, made a visit to Chicago in 1875 where she made a charming impression. See Hurlbut "Chicago Antiquities," page 33.

The fort was at once begun; a stockade being first set up for temporary protection, and timber next got out for the heavier work. Hurlbut observes that there being at that time no horses or working oxen within hundreds of miles, the soldiers had to drag in the sticks by the help of ropes.*

So it seems that the Kinzies, father, mother and baby, and the young Margaret McKillip, when they first occupied the log hut (already old), could have from their front door a pleasant view of active work. Just across the little river was rising the new fort, on the angle of land made by the little stream where coming from the west it turned southward. The ground there must have been quite the highest in sight, for when, in 1856, the second fort was torn down and Michigan Avenue and South Water and River Streets cut through, a good deal of material had to be carried away to bring the streets to grade.

Mrs. Kinzie in "Wau-Bun," says that the agency house was an old-fashioned log building with a hall running through the center and one large room on each side. Piazzas extended the whole length of the building in front and rear. Beside this there was another log house built on the north side of the river some two or three hundred yards from the lake and twenty steps from the river bank. This, Mr. Hurlbut judges to be the "Burns House" which stood at about the northeast corner of north State and

north Water streets, a house hereafter to be often referred to.

The first government Indian agent at Chicago was Charles Jouett, a Virginian, son of one of the survivors of Braddock's defeat. Jouett studied law at Charlottesville and is said to have enjoyed the friendship of Jefferson, Madison and Monroe. This would account for his appointment to the government agency, first at Detroit, and later (1804) at Chicago. Mr. Jouett is not mentioned by Mrs. Kinzie in "Wau-Bun," but we find in Hurlbut's "Chicago Antiquities" (page 104) much that is interesting about him, which supplements and pieces out our scanty stock of knowledge of the events between 1803 and 1812.

Mr. Jouett's first wife (Eliza Dodomead) died in 1805. In the holidays of 1808-9 he married Susan Randolph Allen, of Kentucky, and they made their wedding journey on horseback, in January, "through the jungles, over the snowdrifts, on the ice, and across the prairies, in the face of driving storms and the frozen breath of the winds of the north. They had, on their journey, a negro servant named Joe Battles and an Indian guide whose name was Robinson, possibly the late chief Alexander Robinson. A team and wagon followed, conveying their baggage, and they marked their route for the benefit of any future traveler."

A second child was born to the Kinzies in December, 1805, a daughter, christened Ellen Marion; a third, Maria Indiana, was born in 1807, and the fourth and last, Robert Allen, February 8, 1810. Each of the four has an honorable and permanent place in the history of Chicago. John Harris Kinzie married Juliette Magill, the accomplished woman who wrote "Wau-Bun," without which artless and charming narrative Chicago's natal annals would be poor indeed. Her husband died (a paymaster in the army) in 1865, and she herself in 1870.

Ellen Marion married, at sixteen, Dr. Alexander Wolcott, government Indian agent at Chicago, who died in 1830. The

* Captain (afterward Major) John Whistler continued in command of Fort Dearborn until 1811, when he was succeeded by Captain Heald, of whom we shall have much to say. (Mrs. Whistler thought that if her father-in-law had remained in command, the catastrophe of 1812 would never have occurred). Major Whistler died at Bellefontaine, Mo., in 1827. Lieutenant William Whistler, in 1809, was transferred to Fort Wayne, distinguished himself at the battle of Maguago, Michigan, in 1812; was at Detroit in Hull's surrender, and with Mrs. Whistler was carried a prisoner to Montreal and exchanged; promoted to Captaincy in December, 1812, Majority in 1823, and Lieutenant-Colonelcy in 1845. His height was six feet two inches, and his weight at one time two hundred and sixty pounds. He died at Newport, Kentucky, in 1863.

James Macneil Whistler, the brilliant and erratic London artist, is a nephew of Colonel William Whistler's, and consequently cousin to Gwinthlean Whistler, daughter of William, who married Robert Allen Kinzie in Fort Dearborn in 1834, and is still living in Chicago (1892) in good health and in full vigor of mind.



EARLY SCENES.

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widow afterward married the Hon. George C. Bates, of Detroit, and died at that city in 1860. Maria Indiana married Lieutenant (afterward General) David Hunter. At the Calumet Club reception of 1879, a letter was received from General Hunter, of which the following is an extract :

More than half a century since, I first came to Chicago from St. Louis, stopping on the way at the log cabins of the early settlers and passing the last house at the mouth of Fox river. I was married in Chicago, having to send a soldier one hundred and sixty miles, on foot, to Peoria, for a license. The northern counties in the State had not then been organized, and were all attached to Peoria county. My dear wife is still alive and in good health ; and I can certify, a hundred times over, that Chicago is a first rate place from which to get a good wife.

Robert Allen Kinzie (as before stated), married, in 1835, in Fort Dearborn, Gwinthelean Whistler, the beautiful young daughter of Colonel William Whistler. Major Kinzie (like his brother John, a paymaster) died in Chicago in 1873.

James and Elizabeth Kinzie, John K. Clark, David and Benjamin Hall and Archibald Clybourn, all descendants of the two captive girls, came to live in Chicago in the later days, and their children and grandchildren form a recognized part of the city in its maturity. James Kinzie was the first sheriff of the county of Cook, on its organization in 1831.

When the schooner Tracy set sail and slowly vanished in the northeastern horizon we may fancy that some wistful glances followed her. For those left behind it was a severing all regular ties with "home" for years or forever. An occasional courier from Detroit or Fort Wayne brought news from the outside world ; a rare canoe or batteau carried furs to Mackinaw and brought back tea, flour, sugar, salt, tobacco, hardware, dry goods, shoes, etc., perhaps a few books, and, best of all, letters ! But between times what had they to make life worth living ?

They had the lake for coolness and beauty in summer ; the forest for warmth and cheer in winter ; masses of flowers in spring, and a

few—very few—fruits and nuts in autumn, such as wild grapes and strawberries, whortleberries, cranberries, wintergreen berries, hazel nuts, walnuts, hickory nuts, beech nuts, etc. Then there was no lack of game for the hunting and fish for the catching. The garrison had cattle, therefore there were doubtless fresh beef, milk and butter. So that a "good provider" as John Kinzie was (we know that he was the soul of hospitality) would be certain to keep his wife's larder always full to running over.

The garrison officers' families made company for each other and for the Kinzies and Jouetts ; the soldiers made protection and a thousand other services for all, and the two fifers and two drummers made music—such as it was. This music was not all they had, however, for John Kinzie was a fiddler as well as a silversmith, and in cool summer evenings, sitting on his porch, would send the sounds of his instrument far and wide, over river and plain, through the dewy silence of the peaceful landscape.

They had love and marriage, birth and death, buying and selling and getting gain.

On the whole, seeing that they were all soldiers and soldiers' wives and children, or else pioneers, having the soldier's faculty of making home wherever duty calls him and rest finds him, we may be sure that there was the fair share of happiness in Chicago from 1804 to 1812 ; and, happily, they had not the gift of second sight, to divine what lay before them—what kind of end was to come to their exile. A pretty glimpse of their life is given by a passage in the "Personal Narrative" of Captain Thomas G. Anderson, published in the Wisconsin Historical Collection, Volume IX. He says :

During my second year (1804-5) at Min-na-wack or Mil-wack-ie [Milwaukee] Captain Whistler, with his company of American soldiers, came to take possession of Chicago. At this time there were no buildings there except a few dilapidated log huts, covered with bark. Captain Whistler had selected one of these as a temporary, though miserable, residence for his family ; his officers and men being under canvas. On being informed of his arrival I

felt it my duty to pay my respects to the authority so much required by the country. On the morrow I mounted Kee-ge-kaw, or Swift-goer, and the next day I was invited to dine with the captain. On going to the house, the outer door opening into the dining room, I found the table spread, the family and guests seated, consisting of several ladies, as jolly as kittens.

The fort, following some of the suggestions of General Dearborn, consisted of a stockade large enough to contain a parade-ground and all the fort buildings—officers' quarters, barracks, offices, guard-house, magazine, etc.; and also two log block-houses, each built so that the second story overhung the lower, thus giving a downward range for musketry to guard against an enemy's setting fire to it. One of these was at the southeast and one at the northwest corner. There were entrances on the south or land side (Michigan avenue) and the north or water side, where a sunken road led down to the river. Mr. Blanchard says that the armament of the fort consisted of three pieces of light artillery—probably the old six-pounder, throwing a round ball about as big as two small fists—and the musket and bayonet. Outside the fort, on the river bank, to the westward, was the government "factory," a two-story log-house, covered with clap-boards, or "rived shingles" split from logs. This was for the use of the Government Indian agent (who was also fort sutler), and the storage of his goods, wares and merchandise, whether for distribution as "annuities" or to trade for furs.

The Government had endeavored to protect the Indians from the rapacity of private traders who got rich by giving poor goods at exorbitant prices for whatever the simple savage had to offer; by appointing these agents, who were only allowed to sell at prices barely sufficient to cover costs and expenses. Another beneficent purpose was the stopping of the sale of liquor to the Indians; always a breach of law. But alas! The last well-meant effort thwarted the first; for liquor was what the wretched red man wanted, must have, would have. For it he would sell not only his furs, but his food and

shelter, his wives and children, his life and his everlasting soul. As the grand old Baptist Missionary Isaac McCoy, says, concerning the treaty of 1821, at which he was present:

At the treaty Topenebe, the principal chief of the Potowatomies, a man nearly eighty years of age [a long and constant friend of the Kinzies], irritated by the continued refusal on the part of the commissioners to gratify his importunities for whisky, exclaimed, in the presence of his tribe: "We care not for the land, the money or the goods. It is the whisky we want. Give us the whisky." . . . After the business of the treaty was completed and before the Indians left the treaty grounds, seven barrels of whisky were given them, and within twenty-four hours afterwards ten shocking murders were committed among them.

The agents dared not and did not furnish the Indians liquor, while their rivals, the outside traders, did. Therefore the latter got the peltries. As Burnett, trader at St. Joseph, Michigan, wrote in 1803 (complaining of the non-arrival of liquor he had ordered): "Mostly all the skins that were made at this post was in part for rum. Consequently, had I mine, I might have got my share of what was going, and that for the best peltries."* This made a certain bitterness between the Government officers and the outside traders, the former often coming out second best.

Mrs. W. W. Gordon, of Savannah, Ga., the daughter of John H. Kinzie, was the acknowledged belle of Chicago at the time of her marriage in 1857. By her kindness it is possible to present the subjoined letter of Dr. Alexander Wolcott, Indian agent, who married (1823) her aunt and namesake, Ellen Marion Kinzie. The letter is of a date ten years later than the time

* The Indian-lovers and their apologists, urge with much force and feeling that it is the whites who give and have given the Indians the fatal liquor. But so the whites do and have done to each other, and when one falls victim to his appetite he dies in shame and the world is well rid of him. As with an individual so with a tribe or a race. Drinking is not compulsory. If one or many, white or red, cannot be taught, persuaded, warned or shamed into temperance, extinction yawns for him or them. An everlasting state of tutelage is out of the question. Nature weeds out the weaklings and there is a survival of the fittest.

now under consideration—at a time when the conditions were changed for the worse from the early day of John Kinzie. The letter has not been previously published. Dr. Wolcott was living at this time in “Cobweb Castle,” a log or frame house which had been begun by his predecessor, Charles Jonett, and which stood at about the place where North State street comes to the river.*

CHICAGO, November 6, 1820.

You wanted me to write some account of my domestic affairs. The principal part of my stock consists of two horses, ten milch-cows (two yoke of oxen belonging to Uncle Sam) and about ten head of young cattle. Mr. Kinzie planted for me, during my absence, six acres of corn, from which I gathered 370 measured bushels—more than sixty bushels to the acre; a pretty good crop, that, considering the season. I intend next spring to inclose a pasture of about one hundred acres to keep my cows and twenty sheep, and can pay for it out of the account of stock. . . . If Uncle Sam lets me stay on this farm of his for five or six years, I intend to make it one of the most convenient and inviting little spots in this country.

You wanted to know about Indian trade. It is a poor business, I can tell you, and not one in twenty of the traders engaged in it are now able to pay their debts. It is, besides, a wretched life, the trader being obliged when he goes into the country to live principally on pounded corn and grease, a composition of tallow and lard, half and half. The personal risks are also very great from the accidents belonging to climate, country and especially from the rage or malice of worthless or drunken Indians. Every person of honorable feelings would at once be disgusted with the mean and rascally tricks which he would discover in the despicable wretches around

him; and he would find it necessary to give up his integrity and sink to the same level of others if he wished to succeed. I speak of those who actually go into the Indian country. Those who stay in the settlements and merely send out outfits and receive returns escape these annoyances and only suffer from the fluctuations of the most uncertain trade on earth, or from the roguery of their clerks, most of whom as it generally happens are unfit to be trusted. . . . It does not hurt such men as J. J. Astor, but men of small capital before the trade recovers from its depression. . . . But there is one advantage which it is fair to mention, and which you might perhaps consider sufficient to counterbalance all the miseries of an Indian trader's life. It is this:

It is the law among these nations that every man shall have the privilege of throwing away (as they call it) his wife whenever it suits his pleasure. . . .

ALEX WOLCOTT, JR.

Regarding the ungallant sentiment which closes this graphic letter, it is to be observed that it was written in 1820 and its writer did not marry Miss Kinzie until 1823.

Mr. Wentworth's pamphlet (Fergus' Series, No. 16), gives the substance of a letter from Secretary Lincoln, dated July 19, 1881, which says that no muster-roll of the garrison at Fort Dearborn in 1811 or 1812 is on file in the War Department, but that the general returns of the army show that the fort was garrisoned from June 4, 1804, to June, 1812, by a company of the First Regiment of Infantry. In these returns the strength of the garrison, officers, musicians and privates, is given as follows: Under Captain John Whistler, June 4, 1804, 69; Dec. 31, 1806, 66; Sept. 30, 1809, 77; under Captain Nathan Heald, Sept. 30, 1810, 67; Sept. 30, 1811, 51; June, 1812, 53.

Mr. Lincoln further gives the latest muster-roll in existence, of the garrison. It reads as follows:

* It must have been west of State street, for it was upon the eighty acres to which (by its help) he later established a pre-emption claim and which he bought of the canal commissioners for \$1.25 an acre, and subdivided into the familiar “Wolcott's Addition.”

MUSTER-ROLL OF A COMPANY OF INFANTRY UNDER COMMAND OF CAPTAIN NATHAN HEALD, IN THE FIRST REGIMENT OF THE UNITED STATES, COMMANDED BY COLONEL JACOB KINGSBURY, FROM NOVEMBER 30, WHEN LAST MUSTERED, TO DECEMBER 31, 1810:

NAMES.	RANK.	APPOINTED OR ENLISTED.	REMARKS AND CHANGES SINCE LAST MONTH.
*Nathan Heald.....	Captain	31 Jan. 1807	On furlough in Massachusetts
Philip O'Strander.....	2d Lieut	1 May, 1808	Present, Act. Ass't. M'y. Agt
Seth Thompson.....	"	18 Aug. "	" sick
*John Cooper.....	Surg. Mate	13 June, "	"
Joseph Glass.....	Sergeant	18 June, 1806	"
John Crozier.....	"	2 July, 1808	"
Richard Rickman.....	"	10 May, 1806	"
Thomas Forth.....	Corporal	6 July, 1807	"
*Asa Campbell.....	"	26 Jan. 1810	"
*Rhodias Jones.....	"	9 Dec. 1807	"
*Richard Garner.....	"	2 Oct. 1810	"
George Barnet.....	Fifer	1 Oct. 1806	"
John Smith.....	"	27 June, "	"
*John Hamilton.....	Drummer	5 July, 1808	"
*Hugh McPherson.....	"	20 Oct. 1807	"
*John Allen.....	Private	27 Nov. 1810	"
George Adams.....	"	21 Aug. 1806	"
Presley Andrews.....	"	11 July, "	" sick
Thomas Ashbrook.....	"	29 Dec. 1805	Term expired, 29 Dec. 1810
*Thomas Burns.....	"	18 June, 1806	Present
Patrick Burke.....	"	27 May, "	" sick
Redmond Berry.....	"	2 July, "	"
William Best.....	"	22 Apl. "	" unfit for service
James Chapman.....	"	1 Dec. 1805	Time expired, 1 Dec. 1810
*James Corbin.....	"	2 Oct. 1810	Present
*Fielding Corbin.....	"	7 Dec. 1805	Time expired, 7 Dec. 1810
Silas Clark.....	"	15 Aug. 1806	On command at Fort Wayne
James Clark.....	"	4 Dec. 1805	Time expired, 4 Dec. 1810
*Dyson Dyer.....	"	1 Oct. 1810	Present, sick
Stephen Draper.....	"	19 July, 1806	" "
*Daniel Dougherty.....	"	13 Aug. 1807	" "
Michijah Denison.....	"	24 Apl. 1806	" "
*Nathan Edson.....	"	6 Apl. 1810	" "
*John Fury.....	"	19 Mch. 1808	" "
*Paul Grummo.....	"	1 Oct. 1810	" "
*William N. Hunt.....	"	18 Oct. "	" "
John Kelso.....	"	17 Dec. 1805	Time expired 17 Dec. 1810.
*David Kennison.....	"	14 Mch. 1808	Present
*Samuel Kilpatrick.....	"	20 Mch. 1810	" Re-enlisted 20 Dec. '10.
Jacob Landon.....	"	28 Nov. 1807	" Unfit for service.
*James Lutta.....	"	10 Apl. 1810	"
*Michael Lynch.....	"	20 Dec. 1810	" Re-enlisted 20 Dec. '10.
*Michael Leonard.....	"	13 Apl. 1810	"
Hugh Logan.....	"	5 May 1806	"
*Frederick Locker.....	"	13 Apl. 1810	"
Andrew Loy.....	"	6 July 1807	"
August Mortt.....	"	9 July 1806	"
Ralph Miller.....	"	19 Dec. 1805	Time expired 19 Dec. 1810.
Peter Miller.....	"	13 June 1806	Present unfit for service.
*Duncan McCarty.....	"	31 Aug. 1807	"
Patrick McGowan.....	"	30 Apl. 1806	"
James Mabury.....	"	14 Apl. 1806	"
William Moffitt.....	"	23 Apl. "	"
John Moyan.....	"	28 June "	"
*John Needs.....	"	5 July 1808	"
*Joseph Noles.....	"	8 Sept. 1810	"
*Thomas Poindexter.....	"	3 Sept. "	"
William Prichitt.....	"	6 June 1806	"
*Frederick Peterson.....	"	1 June 1808	"
*David Sherror.....	"	1 Oct. 1810	"
*John Suttonfield.....	"	8 Sept. 1807	"
*John Smith.....	"	2 Apl. 1808	"
*James Starr.....	"	18 Nov. 1809	"
Philip Smith.....	"	30 Apl. 1806	" [1810, sick.
*John Simmons.....	"	14 Mch. 1810	" Pay due from 1 July
*James Van Horne.....	"	2 May "	" sick
Anthony L. Waggoner.....	"	9 Jan. 1806	"

RECAPITULATION.—Present, fit for duty, 50; sick, 6; unfit for service, 3; on command, 1; on furlough, 1; discharged, 6; Total 67.

*Men who are most likely to have been in service at the time of the massacre.

Mrs. Kinzie's daughter, Margaret McKillip, married, in 1808, Lieutenant Linai T. Helm* whose name does not appear in the muster-roll of Fort Dearborn in 1810. He was very probably on duty at some neighboring post—St. Louis, Detroit or Fort Wayne; and was transferred to Fort Dearborn for his wife's sake in 1811 or 1812.

Few and meager are the records of occurrences on the banks of the Chicago during these quiet years. The stagnation in this remote corner of creation was in sharp contrast with the doings in the outer world, for these were the great Napoleonic years. Austerlitz, Jena, Eylau, Friedland, Wagram, were fought between 1805 and 1809, and one wonders whether even the echoes of the sound of those fights reached little Fort Dearborn. Yet the tremendous doings were not without their influence; for it was Napoleon's "European system" and England's struggle against it that precipitated our War of 1812, and one trivial incident in that war was the ruin of our little outpost. An appendix to Wentworth's Fort Dearborn (Fergus' Series, No. 16), so often herein quoted, gives the following bits of light on the time and place:

Mathew Irwin [or Irvine], Indian agent, writes from Chicago, May 13, 1811, to the Secretary of War: "An assemblage of Indians is to take place on a branch of the Illinois, by the influence of the Prophet. The result will be hostile in the event of war with Great Britain."

Salienne [Lalime], Indian interpreter at Chicago, writes, under date of June 2, 1811: "Several horses have been stolen. The Indians in this quarter are inclined to hostility."

John Johnston [who was U. S. factor at Fort Wayne] writes from Piqua-town, Ohio, under date of May 1, 1812: "The Indians have recently murdered two men at Fort Dearborn."

Mathew Irwin [or Irvine] writes, Chicago, 10th March, 1812: "The Chippewa and Ottawa nations, hearing that the Winnebagoes and Pottowatomies are hostilely inclined toward the whites, sent speeches among them, desiring them to change their

sentiment and live at peace with the whites. . . . On the 6th a party of ten or eleven Indians surrounded a small farm house, on Chicago river, and killed two men. The Indians are of the Winnebago tribe."

Partly for the sake of its interest, and partly because there is a melancholy story to tell regarding John Lalime, place is here made for a letter of his, as follows:

CHICAGO, 26th May, 1811.

SIR: An Indian from the Peorias passed here yesterday, and has given me information that the Indians about that place have been about the settlements of Kaskaskia and Vincennes, and have stolen from fifteen to twenty horses. It appears by the information given me that the principal actors are two brothers of the wife of Main Poc. He is residing at the Peorias or a little above it at a place they call Prairie du Corbeau. By the express going to Fort Wayne I will communicate this to the agent. I presume, sir, that you will communicate this to the governor at Kaskaskia and to Gen. Harrison. I am, sir, with respect,

HBLE. SERV'T. J. LALIME.

(I. Andreas' Hist. Chicago. 77.)*

Lalime was not an uncommon name in those days and regions, and it is not always possible to distinguish between one man and another bearing it. John, the interpreter, is said to have been a half-breed Indian, in which case he was evidently one of those whose father had taken Indian women in a connubial relation, and John's father must have been a man of education and humane feeling, for the Chicago Lalime was government interpreter at the fort and wrote many letters which still exist to show his intelligence and trustworthiness, the one above given being a fair specimen of them.

A quarrel of long standing existed between John Kinzie and John Lalime, and some

*When Main Poc was called to account for this at a Council convened by Ninian Edwards, governor of the Territory, he made a speech characteristic of the Indian cunning and eloquence. Here are some extracts from it: "You astonish me with your talk. Whenever you do wrong there is nothing said or done, but when we do anything you immediately take us and tie us by the neck with a rope. . . . If you wish to make war it is altogether of yourselves. You say what will become of our women and children in case of a war? On the other hand, what will become of your women and children? It is better to avoid war. There is one horse in my village. There were three—two died. I will take that horse to Chicago, as it is nearer my town."

*Lieutenant Helm was a son of William Willis Helm, a Revolutionary soldier of Prince William county, Virginia. After his death his widow (in 1836) married, in Chicago, Dr. Lucius Abbot, of Detroit.

time in the spring of 1812 this culminated in a personal struggle in which Lalime was killed. Two accounts of the affair come down to this day, one from Mrs. John Kinzie through Gurdon Hubbard, and one from Victoire (Mirandeau) Portier, through Captain Andreas (I. Hist. Chic. 105.) Mr. Hubbard writes under date of June 25, 1881 (Fergus' Hist. Series, 16, page 83):

HON. JOHN WENTWORTH.

Dear Sir: As regards the unfortunate killing of Mr. LaLime by Mr. John Kinzie, I have heard the account of it related by Mrs. Kinzie and her daughter, Mrs. Helm. Mr. Kinzie never in my hearing alluded to it. He deeply regretted the act. Knowing his aversion to the subject I never spoke to him about it.

Mrs. Kinzie said that her husband and LaLime had been for several years on unfriendly terms, and had had frequent altercations; that at the time of the encounter Mr. Kinzie had crossed the river alone, in a canoe, going to the fort, and that La Lime met him outside the garrison and shot him, the ball cutting the side of his neck. She supposed La Lime saw her husband crossing, and, taking his pistol, went through the gate purposely to meet him. Mr. Kinzie closing with La Lime stabbed him and retreated to his house covered with blood. He told his wife what he had done, that he feared he had killed La Lime, that probably a squad would be sent for him and that he must hide. She, in haste, took bandages and with him retreated to the woods, where as soon as possible she dressed his wounds, returning just in time to meet an officer with a squad with orders to seize her husband. For some days he was hid in the bush and cared for by his wife.

La Lime was, I understood, an educated man, and quite a favorite with the officers, who were greatly excited. They decided he should be buried near Mr. Kinzie's house, and he was buried near the bank of the river and within about two hundred yards of Mr. Kinzie's house, in plain view from his front door and piazza. The grave was inclosed by a picket fence which Mr. Kinzie, in his life time, kept in perfect order. My impression has ever been that Mr. Kinzie acted, as he told his wife, in self-defense. This is borne out by the fact that after a full investigation by the officers, whose friend the deceased was, they acquitted Mr. Kinzie, who then returned to his family. . .

Yours, G. S. HUBBARD.

It will be observed here that Mr. Hubbard did not get from Mrs. Kinzie the idea that she had been an eye-witness of the affray.

Indeed it took place at sunset, and would hardly be visible from the Kinzie house, across the river and some six or eight hundred feet away.

Now to turn to Mrs. Porthier's narrative. It comes in the form of an interview with her, reported for Captain Andreas' excellent history. She was then (September, 1883), living at Bay View, near Milwaukee, and retained a clear recollection of that very early time, at which she was probably eleven years old.

My mother was an Ottawa woman, my father was a Frenchman. He was a good scholar, a very handsome man, and had many books. He taught us children to speak French, and we all learned to speak Indian of the tribe and mother. We had no schools nor education. I never learned to read or write. My father had his house in Milwaukee where he traded with the Indians and did some blacksmithing for them and for other traders. He fixed guns and traps for them.

Before the Fort was burned [August, 1812] my father was down to the fort [Dearborn] and did blacksmith work there. The family went down while he was there, and some of us lived in the Ouilmette house across the river from the fort. My sister Madaline (afterward the wife of John K. Clark) and I saw the fight between old John Kinzie and Lalime when he (Lalime) was killed.

It was sunset when they used to shut the gates of the fort. Kinzie and Lalime came out together and we soon heard Lieutenant Helm call out for Mr. Kinzie to look out for Lalime as he had a pistol. Quick as we saw the men come together we heard the pistol go off, and saw the smoke. Then they fell down together. I don't know as Lalime got up at all, but Kinzie got home pretty quick. Blood was running from his shoulder where Lalime had shot him. In the night he packed up some things and my father took him to Milwaukee, where he stayed till his shoulder got well, and he found he wouldn't be troubled if he came back. You see Kinzie wasn't to blame at all. He didn't have any pistol nor knife—nothing. After Lalime shot him and Kinzie got his arms around him he (Lalime) pulled out his dirk and as they fell he was stabbed with his own knife. That is what they all said. I didn't see the knife at all. . . . I don't know what the quarrel was about. It was an old one—business, I guess.

These two narratives do not differ so materially but that one gets from them a clear idea of the matter and a life-like

picture of the new, wild, violent times. Scarcely more than an ordinary life-time has past; and, as it happens, relics supposed to be the bones of the aggressor and victim have, within a year (April, 1891), been found surrounded by the remains of his coffin, in an unmarked grave laid bare by the excavation made for the foundation of a large building built at the corner of Cass and Illinois streets in Chicago. The relics are preserved in the Chicago Historical Society, together with documents tending to prove their identity.

Mrs. Kinzie, first in the pamphlet of 1836 and later in "Wau-Bun," gives the following graphic bit of "local color," to introduce the incident which next broke the even tenor of life in primeval Chicago.

It was the evening of the 7th April, 1812. The children of Mr. Kinzie were dancing before the fire to the music of their father's violin. The tea table was spread, and they were awaiting the return of their mother who had gone to visit a sick neighbor. Suddenly their sports were interrupted; the door was thrown open and Mrs. Kinzie rushed in, pale with terror and scarcely able to articulate: "The Indians! The Indians!"

"The Indians? What? Where?"

"Up at Lee's place; killing and scalping."

With difficulty Mrs. Kinzie composed herself sufficiently to give the information that while she was up at Burns' a man and a boy were seen running down with all speed to the opposite side of the river, that they called across to give notice to Burns' family to save themselves, for the Indians were at Lee's place from which they had just made their escape. Having given this terrifying news they had made all speed for the fort, which was on the same side of the river that they then were.

All was now consternation and dismay. The family was hurried into two old pirogues [dug-out tree-trunks] that were moored near the house and paddled with all possible haste across the river to take refuge in the fort.

Lee's place, later known as Hardscrabble, was on the northwestern side of the South branch, near its forks, in the heart of the present lumber-yard region, and consequently not far from the spot where Marquette had passed the winter of 1674-5; perhaps on the very same ground.

A letter from Captain Heald gives a short account of this shocking event. He says:

CHICAGO, April 15, 1812.

The Indians have commenced hostilities in this quarter. On the 6th instant, a little before sunset, a party of eleven Indians, supposed to be Winnebagoes, came to Messrs. Russell and Lee's cabin, in a field on the Portage branch of the Chicago river, about three miles from the garrison, where they murdered two men, one by the name of Liberty White, an American, and the other a Canadian Frenchman whose name I do not know. [Debou.] White received two balls through his body; nine stabs with a knife in his breast and one in his hip; his throat was cut from ear to ear, his nose and lips were taken off in one piece and his head skinned almost as far round as they could find any hair. The Frenchman was only shot through the neck and scalped. Since the murder of those two men, one or two other parties of Indians have been lurking about us, but we have been so much on our guard that they have not been able to get any scalps.

Mrs. Kinzie in *Wau-Bun* goes more into detail. She speaks of the deceptive security in which they lived; although it was known that many Pottowatomies, as well as the Winnebagoes, had been engaged with the Ottawas and Shawnees at the battle of Tippecanoe the preceding autumn. Yet the principal chiefs seemed to be on the most friendly terms with the whites. On the other hand, the English at Fort Malden, (in Canada, near Detroit) had for many years been giving them all yearly presents to alienate them from their American neighbors. In the spring of 1812 two Indians of the Calamie (Calumet) tribe came to the fort to visit Captain Heald; and seeing Mrs. Heald and Mrs. Helm playing battledoor on the parade ground, one of them, Nau-non-gee, said to the interpreter (probably John Lalime): "The white chiefs' wives are amusing themselves very much; it will not be long before they are hoeing in our cornfields!" These little circumstances were all recalled in the four desolate years following 1812.

The following narrative is condensed from *Wau-Bun* (p. 205 *et seq.*):

Ten or twelve Indians, dressed and painted, arrived at the house on Lee's place,

where were three men and a boy (Lee's son), and as usual seated themselves without ceremony. The Frenchman, Debou, said: "I do not like the looks of these Indians; they are none of our folks. I know by their dress and paint they are not Pottowatomies." Upon this another, a discharged soldier, said to the boy: "If that is the case we had better get away from them, if we can. Say nothing, but do as you see me do." Then he walked deliberately toward the river where two canoes were moored. To an Indian, who asked what he was doing, he answered by pointing to the stacks and cattle on the other shore, indicating that they would feed the cattle and return for supper. He took one canoe and the boy the other. They paddled over, pulled some hay for the beasts and, making a show of "rounding up" the herd, disappeared in the woods, and started on the long run down the river toward the fort. Soon they heard the report of two guns at the farm—the knell of death to those they had left behind.

Arriving opposite Burns' place (where Mrs. Kinzie was visiting) they shouted the alarm and then carried the news to the fort. A party of the garrison, a corporal and six men, had gone up the river fishing, and Captain Heald, fearing for the safety, had a gun fired to put them on their guard against surprise. A party under Ensign Ronan rowed up to the Burns house and brought in that family, carrying the mother and her day-old baby to the boat on their mattress.

The fishing party was two miles beyond the Lee farm; but the boom of the cannon, sounding far and wide over the silent solitude which is now so surcharged with the roar of city life, reached their ears and warned them to instant, cautious return. It was dark when they reached the Lee place, but they braved its hidden terrors in the hope of saving life. A vain hope. They landed quietly and advanced cautiously, and the corporal, feeling his way into the little inclosure, came upon the body of a man—the bloody skull bared of its scalp. A faithful dog crouching

beside his dead master was the only living thing in the little homestead.

Next day a party of soldiers went out to the scene of murder to bury the dead, finding the dog still keeping watch beside the body in the garden; that of Debou, the Frenchman.

The surviving civilians of the place, consisting of a few discharged soldiers and some families of half-breeds, now intrenched themselves in the Agency House, on the river bank, near the fort and covered by its guns. It was an old-fashioned log-house, with a hall running through the middle, one large room on each side, and piazzas its whole length of front and rear; which latter were planked up for defense, the planks pierced for musketry. Sentries were posted at night.

As this was outside of garrison duty, it must have required a volunteer or irregular force, organized and armed; and this seems to furnish a clue, hitherto unmarked by any historian, to explain the "twelve militia" who are named by Captain Heald as having taken part in the fight of August 15th, and having been every one killed. No other mention of these devoted twelve exists in any form; only the grim memorandum of death at the post of duty.* Evidently they must have been organized and armed under the auspices of the Government force at this time, from the "discharged soldiers and half-breeds," and perhaps included Lee, Pettell, Russell, Burns, etc., all of whom were doubtless enrolled and expected pay from the Government, albeit their claim died with their own death in the bloody fray of August 15, 1812.

In confirmation of this suggestion we have Mrs. Kinzie's remark (*Wau-Bun*, p. 244) that Lee, his son, and all his household except wife and daughter had fallen victims on that day. Also, her mention of Mrs. Burns and her infant among the survivors,

* See Mrs. Kinzie's narrative and Capt. Heald's letter here! after quoted.

no word being uttered about the husband and father.

The Kinzies did not return to their North Side home. Mr. Kinzie had succeeded Lalime as Government Indian interpreter, and doubtless the garrison needed his services almost continuously. There were several slight alarms and disturbances. A night patrol fired at prowling red men, and a hatchet, hurled in return, missed the soldier's head and struck a wagon-wheel. A horse-stealing raid on the garrison stable, failing to find the horses, was turned into an attack on the sheep which were all stabbed and turned loose. These alarms and other things combined to show that the quiet of the preceding days had come to an end. The unspeakable Indian had been bribed, tempted and misled by the inexcusable Englishman to take up again his cruelties, his burning, scalping, tomahawking, knifing and mutilation of combatants and non-combatants alike, men, women and

children. Not hastily or thoughtlessly is it to be said, but in sober earnestness, after full deliberation, that the instigators of the Indian barbarity of 1812 were more disgracefully culpable than were its perpetrators. The latter at least took their lives in their hands when they went on the war-path, while the former staid at a distance where their precious flesh and blood and bones were safe. "The tall elk" was (probably) the fiend who brained a wagon-load of Chicago-born children; but it was Lord Liverpool's hatchet he was wielding and George Third's cause he was upholding. Ignorance, the convenient plea for profitable wrong-doing, could not be pleaded in this case, for the same policy had been pursued by the English in 1775-82, and the world rang with its criminality. To suppose a parallel infamy; imagine the United States, at war with England, to create a diversion by instigating a new Sepoy horror in India!

CHAPTER IV.

THE MASSACRE.

IN describing the massacre the historian can best arrive at approximate truth by taking Wau-Bun as his chief guide and combining with its artless tale the knowledge since accumulated from various contemporary sources, which were not known to Mrs. Kinzie when she got her information from the lips of Mrs. Helm, more than twenty years after the occurrence.

The most important of these is a narrative brought to light during the preparation of this book. Learning that Darius Heald, son of Captain Nathan and Rebecca (Wells) Heald, was still living, I easily induced him to come to Chicago and repeat, from recollection, the story which he had heard many times from his mother's lips, she illustrating the tale by pointing to the scars in her wounded and disabled arm. The story, taken down in short-hand as Darius uttered it, is in my possession, and the portions which differ from the incidents told in Wau-Bun are here included so that each reader may form his own conclusions as to where the truth abides.

Captain Heald, writing when only two months had passed, says: "On the 9th of August I received orders from General Hull to evacuate the post and proceed with my command to Detroit by land, leaving it to my discretion to dispose of the public property as I thought proper. The neighboring Indians got the information as early as I did and came from all quarters in order to receive the goods in the factory store which they understood were to be given them."

Mrs. Kinzie, in "Wau-Bun," adds some particulars and varies the terms of the order as follows:

On the afternoon of August 7th, Winnemeg, a Pottowatomie chief, arrived at the post bringing despatches from General Hull. These announced the declaration of war between the United States and Great Britain, and that Gen. Hull, at the head of the Northwestern army had arrived at Detroit; also that the island of Mackinaw had fallen into the hands of the British. The orders to Capt. Heald were "to evacuate the fort, if practicable, and in that event to distribute all the United States property contained in the fort and in the United States factory or agency among the Indians in the neighborhood."

Wau-Bun goes on to narrate that Winnemeg privately told Mr. Kinzie that the post ought not to be evacuated, seeing that it was well supplied with provisions and ammunition, but advised waiting for reinforcements. Also that if Captain Heald should decide on leaving the post it should be done immediately, to get out of the way of the hostile Indians by a forced march; to depart leaving all things standing so that while the Indians were dividing the spoil the whites might get out of their reach. To all of which the author says Captain Heald answered that he must make an equitable division before setting out. It certainly seems that the notion of such a mixed caravan's outstripping the Indians, even with a few days' start, was absurd.

The order for evacuating the post was read next morning upon parade. It is difficult to understand why Capt. Heald, in such an emergency, omitted the usual form of calling a council of war with his officers. It can only be accounted for by the fact of a want of harmonious feeling between himself and one of his junior officers—ensign Ronan, a high-spirited and somewhat overbearing but brave and generous young man.

Here seems to come to the surface a half-hidden cause of trouble. This young lieu-

tenant was evidently not in accord with his captain; and the Kinzies, especially the narrator, Mrs. Helm, sided with the junior against the senior. A "council of war" between a captain, his two lieutenants and a surgeon, all in intimate daily association, would seem scarcely called for; still less is it reasonable that any captain would either call it or refrain from doing so on account of the insubordination of his ensign. It becomes necessary here to call to mind the possible bias which may have existed in the hearts of the narrators in handing down the story to Mrs. Kinzie, the writer of Wau-Bun, who probably never saw the principal actor in it, John Kinzie, he having died two years before her marriage with his son, John H. Kinzie. The latter was only nine years old at the time of the massacre. His mother, however, Mrs. Kinzie did know well, as also Mrs. Helm, from whose lips the Wau-Bun account of the massacre is supposed to have been taken down by her. Therefore the story was "at first hands," so far as learned from them, and at second so far as inspired by her husband, who had learned it from his father and others.

It is quite certain that departure meant ruin to John Kinzie, for of whatever property he had accumulated in his long, able, arduous and profitable business life, not a handful could be carried away by land. The event showed that he and his had nothing personally to fear from the Indians, should the post be held by the whites.

Wau-Bun goes on to say that the officers in a body remonstrated with Captain Heald, saying that the command would surely be attacked; that the Indians would have attacked it the previous autumn except for their regard for one family [Kinzies]; that they were all thirsting for blood. That the march must be very slow, the women and children being helpless and many of the soldiers invalided or superannuated, and therefore, *since the course to be pursued was left discretionary*, their unanimous advice was to stay, to fortify and to defend.

But Captain Heald thought best to assemble the Indians, distribute the property among them and ask an escort to Fort Wayne, with the promise of large reward on their safe delivery there, adding that he had faith in their friendly professions.*

Mrs. Kinzie reports consequent dissatisfaction, amounting to insubordination, in the garrison, and increasing insolence on the part of the Indians. She says:

Entering the fort in defiance of the sentinels they made their way without ceremony into the officers' quarters. On one occasion an Indian took up a rifle and fired it in the parlor of the commanding officer, as an expression of defiance. Some were of the opinion that this was intended among the young men as a signal for an attack. The old chiefs passed backward and forward among the assembled groups with the appearance of the most lively agitation, while the squaws rushed to and fro in great excitement, and evidently prepared for some fearful scene.

Captain Heald's letter, on the other hand, says of the Indians: "The collection was unusually large for that place, but they conducted with the strictest propriety until after I left the fort."

Captain Heald held a council with the Indians on the afternoon of August 12th, his officers declining his request to accompany him on the ground that they had secret information that the officers were to be massacred while in council, so he and Mr. Kinzie (interpreter) went forth alone. When they had gone the officers opened the port-holes in the block houses, and pointed the cannon so as to command the assembly.

After the council Mr. Kinzie had a long interview with Captain Heald, apparently with the object of preventing the distribution of the spare munitions of war, and it

* Captain Heald's letter gives the command as absolute and unconditional, but Edward G. Mason has recently brought to light a letter of Gen. Hull, dated July 29, 1812, which shows that he (at least at that date) intended to leave it discretionary. He says: "I shall immediately send an express to Fort Dearborn with orders to evacuate that post and retreat to this place [Detroit] or Fort Wayne, provided it can be effected with a greater prospect of safety than to remain. Captain Heald is a judicious officer and I shall confide much to his discretion."

was determined to destroy all arms, ammunition and liquor not carried away.

On the 13th, the goods, consisting of blankets, broadcloths, calicoes, paints, etc., were distributed as stipulated. The same evening the ammunition and liquor were carried, part into the sally-port and thrown into a well which had been dug there; the remainder was transported as secretly as possible through the northern gate, the heads of the barrels knocked in and the contents poured into the river. The same fate was shared by a large quantity of alcohol belonging to Mr. Kinzie, which had been deposited in a warehouse near his residence opposite the fort. . . . Notwithstanding the precautions taken to preserve secrecy, the noise of knocking in the heads of the barrels had betrayed the operations, and so great was the quantity of liquor thrown into the river that the taste of the water the next morning was, as one expressed it, "strong grog."

Now comes upon the scene Chicago's first soldier hero, William Wells. Wells must have been born about 1770. He was stolen by the Miami Indians from the residence of the Hon. Nathaniel Pope, of Kentucky, and was adopted by the celebrated chief Little Turtle (Me-che-kan-nah-quah), was brought up by him and married his daughter. He fought on the Indians' side in their victorious battles against Gen. Harmer, in 1790, and against General St. Clair, in 1791. Then he transferred his allegiance to the whites and fought under General Anthony Wayne until the peace of Greenville, 1795.*

Then his Indian wife and half-breed children joined him at Fort Wayne with Little Turtle, and he accompanied the latter in his well-known tour to the East, where the savage was made much of by Washington and the other great folks of Philadelphia. Descendants of Captain Wells and his Indian wife are still living (1892) in Ohio and Indiana.

Hitherto it has been generally supposed that up to 1812 Captain Wells was a stranger in Chicago, but the writer hereof has received from Dr. H. B. Tanner, of Kaukaunee, a license for Indian trading issued by William Wells as "Agent at Indians" for W. H. Harrison, Governor of Indiana Territory, dated

at "Chicagou" in 1803, the year the fort was ordered built.

A niece of Captain William Wells, daughter of his brother Samuel, was the wife of Captain Heald, commandant of Fort Dearborn. Hearing that the fort was to be evacuated William volunteered to come from Fort Wayne, with a small body of his friends, the Miamis, to escort the party to safety. A gleam of light seemed to illuminate the gloom that was enshrouding the infant Chicago when this friendly little host was descried emerging from the oak woods and advancing along the lake shore on the morning of August 14th. (Captain Heald gives the date as the 13th.)

What might have been the result if Captain Wells had arrived earlier can never be known. The mischief had been done and the die was cast. On the afternoon of August 14th another council was held with the Indians, who were terribly angry at the destruction of the arms and the liquor. In the evening Black Partridge, a friendly Potawatomie chief, came into Captain Heald's quarters and surrendered his medal with a speech which is thus rendered in Wau-Bun:

"Father, I have come to deliver up to you the medal I wear. It was given me by the Americans and I have long worn it in token of our mutual friendship. But our young men are resolved to imbrue their hands in the blood of the whites. I cannot restrain them, and I will not wear a token of peace while I am compelled to act as an enemy."

This high-sounding address must be the rendering into English by an interpreter—probably Mr. Kinzie—of the sad and somber utterances of the red man; friendly but powerless.

Mrs. Kinzie states the ammunition reserved as only twenty-five rounds per man, with one box of cartridges in the wagons. The women and children of the garrison—soldiers' and citizens' families, camp followers, etc.—were in the wagons, and the men on foot or mounted, according to rank. The Kinzie family had taken a boat, and were to coast around the head of the lake to the mouth of the St. Joseph's river, "Parc aux Vaches," so called from its having been the cattle pasture

* The treaty whereby six miles square, including Chicago, was reserved to the whites.

of the ancient French settlement and fort. In the boat were Mrs. Kinzie and her four Kinzie children, the plucky Margaret (McKillip) Helm having elected to accompany her husband, the lieutenant, on horseback; the nurse, Josette* La Framboise (afterward Mrs. Jean Baptiste Beaubien), a clerk of Mr. Kinzie's, two servants and the boatman, besides two Indians as a guard. This makes thirteen in all, beside any baggage and supplies which were carried. So the craft cannot have been any ordinary canoe or pirogue, but must have been a large batteau.

Mr. Kinzie was warned, early in the morning, by To-pe-nee-be, a chief of the St. Joseph's band, that trouble was to come from the Pottowatomie "escort," and urged to go with his family in the boat; but Chicago's patriarch was no such man. He marched with the land force, hoping that his presence might influence the savages to spare the rest. Captain Wells had also received a warning from the Indians in his own band that an attack would be made, and it is related that before starting he blackened his face in token of impending death; and also that the garrison marched out to the tune of the dead march.

Still poor Heald seems to have had no premonitions, no conception of what was coming, no planning of what should be done in case of attack. He seems to have been brave without foresight; to have attributed to treacherous savages the same impulses which animated his own breast.

Mrs. Helm's story continues:

The fort had become a scene of plunder to such as remained after the troops moved out. The cattle had been shot down as they ran at large, and lay dead or dying around. This work of butchery had commenced just as we were leaving the fort. I well remember a remark of Ensign Ronan, as the firing went on: "Such," turning to me, "is to be our fate—to be shot down like beasts!"

"Well, sir," said the commanding officer who overheard him, are you afraid?"

"No," replied the high-spirited young man, "I can march up to the enemy where you dare not

show your face!" And his subsequent gallant behavior showed this to be no idle boast.

This little scene, even as reported by an evidently favoring witness, gives the reader an impression unfavorable to the younger officer. He was a youth fresh from West Point, and the speech as reported was a gross and unprovoked offense to a senior who had held his commissions for thirteen years. But as he was within an hour to die in battle, doing his soldierly duty, it is not needful to look too closely into the manner in which that duty had been performed in quiet weeks and months just past.

Another thought which springs unbidden to the mind is this: Here was a herd of cattle, a precious possession, self-sustaining and self-perpetuating, fit to make any tribe or nation of Indians rich and prosperous, not only through the coming winter, but forever, "as long as grass grows and water runs." What was the savages' first impulse and first act? To kill them all, so that while they should be rotting their slaughterers should be, as usual, starving.

But to return to the doomed column.

First rode out Captain Wells at the head of half his Miami Indian escort. Next followed the infantry, with Mrs. Kinzie, Mrs. Heald and Mrs. Helm on horseback, next the wagons with stores, camp-equipage and supplies, women and children, sick, wounded and disabled, and bringing up the rear the remainder of Captain Wells' Miamis, possibly under Walter Jordan, a non-commissioned officer of Fort Wayne, whose letter (Nile's Weekly Register, May 8, 1813) will be mentioned later on.

It was on a bright, sunny day, and on the surface all seemed fair and promising for a prosperous journey by water as well as by land, for Mrs. Kinzie's batteau kept along with the march as far as the river mouth; then about the present foot of Madison st. Here a messenger from their friend To-pe-nee-be brought them to a halt.

The shore in those days seems to have been flat about as far south as the present Twelfth

* Misprinted "Grutte" in Wau-Bun.

street, when began the low wave-washed and wind-swept sand-hills which dotted the shore even down to the memory of living men. The precious Indian convoying force promised to Captain Heald straggled along on the right of the column until the sand-hills were reached; then the whites took the shore-line while the reds diverged inland, putting the hillocks between them and their victims. Here, in overwhelming numbers, they formed their ambuscade.

The first alarm was given by Captain Wells, who came riding furiously back crying:

"They are about to attack us! Form instantly and charge them!"

To quote further from Captain Heald's letter:

We had proceeded about a mile and a half when it was discovered that the Indians were preparing to attack us from behind the bank. I immediately marched up, with the company, to the top of the bank when the action commenced; after firing one round we charged, and the Indians gave way in front and joined those on our flanks. In about fifteen minutes, they got possession of all our horses, provisions and baggage of every description; and finding the Miamis did not assist us I drew off the few men I had left and took possession of a small elevation in the open prairie, out of shot of the bank or any other cover. The Indians did not follow me, but assembled in a body on the top of the bank and after some consultation among themselves, made signs for me to approach them. I advanced towards them alone, and was met by one of the Pottowatomie chiefs, called Blackbird, with an interpreter. After shaking hands he requested me to surrender, promising to spare the lives of all the prisoners. On a few moments consideration, I concluded it would be most prudent to comply with his request, although I did not put entire confidence in his promise.

After delivering up our arms we were taken back to the encampment near the fort and distributed among the different tribes. The next morning they set fire to the fort and left the place, taking the prisoners with them. Their number of warriors was between 400 and 500, mostly of the Pottowatomie nation, and their loss, from the best information I could get, was about fifteen. Our strength was about fifty-four regulars and twelve militia, out of which twenty-six regulars and all the militia were killed in the action, with two women and twelve

children. Ensign Ronan and Dr. Isaac V. VanVoorhis, of my company, with Captain Wells, of Fort Wayne, to my great sorrow, are numbered with the dead. Lieutenant Linal T. Helm, with 25 non-commissioned officers and privates, and eleven women and children, were prisoners when we separated. Mrs. Heald and myself were taken to the mouth of the river St. Joseph, and being both badly wounded were permitted to reside with Mr. Burnett, an Indian trader.

It is impossible to imagine a more ill-planned or rather planless succession of acts than those here set forth. This force was essentially the guard of a wagon-train, for not to speak of the non-combatants in the wagons, the mere provisions for marching were all there; these were the essentials of the march, the things without which it must come to an end in its first day. An alarm is given and, as its first move, the fighting force leaves the wagons to their fate and makes a purposeless charge on an unformed mob which scatters from its front and comes in on flanks and rear to unopposed possession of the train! If a proper plan had been made for the best defence possible in a possible attack, the wagons, whether moving or at rest would have been the rallying point and the little force, united and effective, might possibly have tired out the unstable savages and used up their small stock of ammunition and their equally scanty supply of perseverance and self-sacrifice. (See Harrison's estimate of the Indians as fighters.)

From the succinct account of Captain Heald, written only seventy days after the event, it is a considerable step to the report of Mrs. Helm, given from memory twenty years or more later. The former was a captain of regulars, thirty-seven years old; the latter a young bride of seventeen, in delicate health, when the shocking scene occurred; and often as she must have recounted the tale, we are not informed that she ever wrote it out in her life. She says:

After we had left the bank the firing became general. The Miamis fled at the outset. Their chief rode up to the Pottowatomies and said: "You have deceived the Americans and us. You have done a bad action and" (brandishing his tomahawk)

I will be the first to head a party of Americans to return and punish your treachery." So saying he galloped after his companions who were now scouring across the prairies.

The chief of the Miamis must have addressed the listening Pottowamies in English, as the narrative makes no mention of any interpreter, and it is not to be presumed that Mrs. Helm knew all—if any—of the Indian dialects.

The troops behaved most gallantly. They were but a handful, but they seemed resolved to sell their lives as dearly as possible. Our horses pranced and bounded and could hardly be restrained as the balls whistled among them. I drew off a little and gazed upon my husband and father who were yet unharmed. I felt that my hour was come and endeavored to forget those I loved and prepare myself for my approaching fate.

The question here arises as to what part of Captain Heald's report this fits into. He says he formed his men, marched up the bank, and, after one volley, charged onward; was finally isolated and (at a distance from the bank) had a parley with the Indians. At this parley Mr. Kinzie and Dr. Van Voorhis were evidently absent. Did Mrs. Helm, on horseback, accompany the infantry up the bank, and still on horseback, make the charge with them? If so, when did she regain the shore? If not, how could she gaze on Mr. Kinzie and Lieutenant Helm? And how could she hold the following Homeric conversation with Dr. Van Voorhis while watching Ensign Ronan desperately fighting on one knee?

While I was thus engaged [preparing for death] the surgeon, Dr. Van Voorhis, came up. He was badly wounded. His horse had been shot under him, and he had received a ball in his leg. Every muscle of his face was quivering with the agony of terror. He said to me, "Do you think they will take our lives? I am badly wounded, but I think not mortally. Perhaps we might purchase our lives by promising them a large reward. Do you think there is any chance?"

"Dr. Van Voorhis," said I, "do not let us waste the few moments that yet remain to us in such vain hopes. Our fate is inevitable. In a few moments we must appear before the bar of God. Let us make whatever preparation is yet in our power."

"Oh, I cannot die," exclaimed he; "I am not fit

to die—if I had but a short time to prepare—death is awful!"

I pointed to Ensign Ronan who, though mortally wounded and nearly down, was still fighting with desperation on one knee.

"Look at that man," said I; "at least he dies like a soldier."

"Yes," replied the unfortunate man, with a convulsive gasp, "but he has no terrors of the future—he is an unbeliever."

At this moment a young Indian raised his tomahawk at me. By springing aside I avoided the blow which was intended for my skull, but which alighted on my shoulder. I seized him around the neck, and while exerting my utmost efforts to get possession of his scalping-knife which hung in a scabbard over his breast, I was dragged from his grasp by another and an older Indian. The latter bore me struggling and resisting toward the lake. Notwithstanding the rapidity with which I was hurried along, I recognized as I passed them the lifeless remains of the unfortunate surgeon. Some murderous tomahawk had stretched him upon the very spot where I had last seen him.

Passing over the minor matters in this narrative, such as the fortunate weakness of the "young Indian" and the unusual strength in the seventeen-year-old bride, one pauses to observe the proximity of the lake with the death struggles of Ronan and Van Voorhis, at the very moment when Captain Heald was drawing together the remainder of his force far inland, out of gun-shot from the bank.

I was immediately plunged into the water and held there with a forcible hand, notwithstanding my resistance. I soon perceived, however, that the object of my captor was not to drown me, for he held me firmly in such a position as to place my head above the water. This reassured me, and regarding him attentively I soon recognized, in spite of the paint with which he was disguised, *The Black Partridge*.

When the firing had nearly subsided, my preserver bore me from the water and conducted me up the sand banks. It was a burning August morning, and walking through the sand in my drenched condition was inexpressibly painful and fatiguing. I stooped and took off my shoes to free them from the sand with which they were nearly filled, when a squaw seized and carried them off and I was obliged to proceed without them.

This seems a proper place whereat to drop, for a time, the Wau-Bun narrative as taken

down by Mrs. Kinzie from the lips of Mrs. Helm, and observe the other account which states the Heald view of the matter. Wentworth's "Fort Dearborn," which appears as Fergus' Historical Series, No. 16, says :

Captain Nathan Heald was married in Louisville, Kentucky, May 23, 1811, to Rebekah Wells, a native of Kentucky, and daughter of Samuel Wells, of that place. [Brother of Captain William Wells.] They started at once for Fort Dearborn and went all the way on horseback. She rode a beautiful and well-trained bay mare, upon which the Indians always looked with longing eyes. They made several attempts to steal her. She was riding her when the attack was made and the Indians considered her one of the greatest trophies of the battle. Great but unsuccessful efforts were made to repurchase her.

Gen. Hull sent Capt. William Wells, with about thirty-two friendly Indians to escort Captain Heald to Fort Wayne. There were in Fort Dearborn only twenty-five or thirty fighting men. The others were upon the sick-list. It was in the very hot weather of August. The order to evacuate created no dissatisfaction at Fort Dearborn or vicinity, except with the sutler or storekeeper, interpreters, traders, and that whole class who felt that their occupation would be gone if the Fort should be abandoned. They are the persons who have handed down all the reflection upon Captain Heald's conduct in leaving the Fort. When the soldiers had proceeded about one and-a-half miles from the Fort they were surprised and surrounded by about 600 Indians who had formed in a horse-shoe or semi-circular shape upon the bluff. The troops were on the lake shore. Captain Wells was somewhat in the advance, dressed in Indian costume, with his Indian forces. Captain and Mrs. Heald were riding together. Captain Wells first noticed the design of the Indians and rode back and informed Captain Heald, who at once started for the most elevated point upon the sand-hills, and endeavored to mass his wagons, baggage, women and children and sick soldiers, so as to make a better defense whilst the fight was going on.

Here comes in, seventy years after the event, the earliest existing intimation of proper professional method on the part of the brave, unlucky commander. All would hail it with joy, if it were not for two circumstances. The first is that the statement contradicts itself; in that to start at once for the most elevated point on the sand hills (the wagons being on the lake shore behind him) was not a step in the direction of mass-

ing the wagons for a better defence; the other the fact that Captain Heald's own letter, written only ten weeks after the event, says nothing about massing the wagons, but on the contrary says, "I immediately marched up with the company to the top of the bank, when the action commenced; after firing one round we charged," etc.

If one were making history, instead of merely writing it, he would like to report the wagons massed in an arc or semi-circle to correspond with the formation of the enemy, that they were manned by every person sick or well, who could fire a musket, including the Miamis, that the non-combatants were sheltered within as well as might be, in hollows of the yielding sand, and that wherever an Indian showed his head he was saluted with a carefully aimed shot. There with food, water, and protected front and flanks, time would be theirs for fight or for parley; for anything that might occur; and anything would be better than what did happen.

So easy is it to be wise after the event! Now to listen again to the son of captain Heald.

At the first attack, Captain Wells' Indians made their escape. Early in the fight, Captain Heald and his wife became separated. Captain Wells rode up to Mrs. Heald (his niece) with blood streaming from his mouth and nostrils, and told her that he thought he had been fatally wounded, and requested her to inform his wife that he had fought bravely and knew that he had killed seven Indians before he was shot. Soon his horse was shot, and, as the horse fell, his foot was caught in the stirrup and he was held under the dead horse some time. Whilst in this position he killed his eighth Indian. He was released from this position just in time to meet his death from a bullet in the back of his neck.* The Indians immediately scalped him, cut out his heart

* Chicago should not be without a statue of this early hero, martyred in her service. A miniature exists purporting to give his features, and his form can be readily reproduced. Among the first streets named when the city was laid out (1830) was one called after him—for he was then not yet forgotten. Part of the street (that part north of the river) still retains the name, but the most important portion, that traversing the business heart of the city, has been arbitrarily changed to "Fifth avenue," there being no fourth or sixth adjoining on either side to excuse the ungrateful, barbarous innovation.

and flourished it about on a gun-stick, then divided it into small pieces and ate it whilst warm, Mrs. Heald being a witness. She was led back to the Fort as a prisoner.

These reports are quite inconsistent with each other, and each reader must either choose between them or mould them into a sort of mental "composite photograph." The Heald narrative had been written out by Mrs. Captain Heald and the son had probably seen the Wau-Bun account. Mrs. Kinzie had almost certainly never heard the Heald statement; and in any case, nothing but the most perfect good faith, candor and truthfulness can be attributed to her. Nor, in fact, need anyone who accepts the last account as the more credible, be charged with impugning Mr. Helm's artless narrative or attributing to it anything more than the slight distortions of form and prismatic adornments of color which the mists of twenty busy, changeful years are sure to throw upon any romantic, exciting scene of early life.

Before reverting to and completing Mrs. Helm's account, it will be well to finish with the comparatively short narrative of the Heald memories and traditions:

Captain Heald received a wound in the hip which always troubled him and, it is believed, caused his death in 1832. He drew a pension in consequence thereof. Having but about a half-dozen men left in fighting condition, Captain Heald surrendered. The Indians returned to the fort, plundered and burned it. They then camped along the lake shore, near the fort. The next morning an Indian chief named Jean Baptist Chandonais, who was a half-breed, having possession of Captain Heald as his prisoner, sought out the captor of Mrs. Heald and purchased her. She had supposed that her husband was killed. Chandonais took Mrs. Heald to her husband. She had received six wounds. When the Indians were leading her away as a prisoner, one of the squaws attempted to take a blanket from her, when she, with her riding-whip, struck her several times; which act of bravery, under the circumstances, greatly excited the admiration of the Indians. The next day the chief, Chandonais, took all the warriors with him for the purpose, it was said, of burning a prisoner, leaving Captain Heald and wife in charge of the squaws and a young Indian boy. That evening, through the assistance of the boy who accom-

panied them, and probably with the assent of Chandonais, they made their escape in a birch-bark canoe to Mackinaw, and finally reached Detroit, where Captain Heald surrendered himself as a prisoner of war. The British officer in charge was a Mason as well as Captain Heald. This officer greatly assisted them, even offering them money to take them home. [Captain Heald's letter, already quoted, tells of their going first to St. Joseph's, then to Mackinaw, Detroit and Pittsburgh, successively.]

The Indians took from Captain Heald a large ornamental silver shawl or blanket-pin, marked R. A. M., and from Mrs. Heald a tortoise-shell comb, mounted with gold, and they were finally sold at St. Louis, where Lieutenant John O'Fallon, a United States officer from Kentucky, recognized, purchased and sent them to Louisville, Ky., where they arrived before Captain and Mrs. Heald.* . . . Mrs. Heald left a manuscript history of the horseback ride from Louisville to Chicago in 1811, of her life whilst in Chicago, and of the massacre and of her final return to St. Louis. But it was lost during the war of the Rebellion.

It would be pleasant to fancy that Mrs. Heald's written narrative might be still in existence; but this seems to be out of the question. Since the main part of this narrative was written, the writer has seen the Hon. Darius Heald and gotten from him a somewhat fuller report of his recollections of his mother's story; and he says that he well remembers the looks of the manuscript; that it contained many pages of foolscap rolled up in a newspaper and tied with a string; that it was in existence up to the time of the Union war, when a Northern regiment—"Chicago Dutch Yankees" he thinks—raided the place, carried off all of value they could find, and destroyed the rest. He thinks the precious manuscript must have been then burned as waste paper.

*At the occasion of the dedication (1881) of the "Fort Dearborn tablet" in the wall of Hoyt's warehouse, opposite the south end of Rush street bridge (at which was delivered the address of John Wentworth given in Fergus' Hist., Series No. 16), the Hon. Darius Heald was present. He exhibited to the meeting the shawl-pin, into the rim whereof the Indians had bored a hole so as to wear it in the ear or nose. Also the comb, a shell cut in the shape of an eagle and plentifully studded with gold so as to represent the eagle's wings. Mr. Heald said he had heard his mother say that whilst she lay on the ground, writhing in pain from her many wounds, she saw an Indian strutting about with that comb in his hair.

To return to Mrs. Helm's narrative as told by Mrs. Kinzie in Wau-Bun.

When we had gained the prairie [probably about Twelfth street] I was met by my father (John Kinzie), who told me that my husband was safe, but slightly wounded. They led me gently back towards the Chicago river, along the southern bank of which was the Pottowatomie encampment. At one time I was placed on a horse without a saddle, but finding the motion insupportable I sprang off. Supported partly by my kind conductor *Black Partridge* and partly by another Indian, *Pee-so-tum*, who held dangling in his hand a scalp, which, by the black ribbon around the queue I recognized as that of Captain Wells, I dragged my fainting steps to one of the wigwams.

The wife of Wau-bee-nee-mah, a chief from the Illinois river, was standing near and seeing my exhausted condition she seized a kettle, dipped up some water from a stream that flowed near,* threw into it some maple sugar, and stirring it up with her hand, gave it me to drink. This act of kindness in the midst of so many horrors touched me most sensibly, but my attention was soon diverted to other objects. . . .

As the noise of the firing grew gradually less and the stragglers from the victorious party came dropping in, I received confirmation of what my father had hurriedly communicated in our *rencontre* on the lake shore, namely, that the whites had surrendered after the loss of about two-thirds of their number. They had stipulated, through the interpreter, *Peresh Leclerc*, for the preservation of their lives and those of the remaining women and children, and for their delivery at some of the British posts unless ransomed by traders in the Indian country. It appears that the wounded prisoners were not considered as included in the stipulation and a horrible scene ensued upon their being brought into camp.

An old squaw, infuriated by the loss of friends, or excited by the sanguinary scenes around her, seemed possessed by a demoniac ferocity. She seized a stable-fork and assaulted one miserable victim who lay groaning and writhing in the agony of his wounds, aggravated by the scorching beams of the sun. With a delicacy of feeling scarcely to have been expected under such circumstances Wau-bee-nee-mah stretched a mat across two poles, between me and this dreadful scene. I was thus spared in some degree a view of its horrors, although I could not entirely close my ears to the cries of the sufferer. The following night five more of the wounded prisoners were tomahawked.

* The site of old State Street market, corner of State and Lake Streets.

One can only wish that those cries might have reached the ears of the women of all England, instead of falling fruitlessly on those of one poor, exhausted, helpless American girl and of the red hell-spawn grinning and dancing with delight at the sound.

At this point, or at some other hereabout, the narrative ceases to be the personal experience of Mrs. Helm, becoming what she (or some one else) learned from others. Possibly the quotation-marks in Wau-Bun should have ended here; but they continue, so far, in fact, as to include passages where Mrs. Helm is spoken of in the third person, as will be noticed further on.

The Americans, after their first attack by the Indians, charged upon those who had concealed themselves in a sort of ravine intervening between the sandbanks and the prairie. The latter gathered themselves into a body, and after some hard fighting, in which the number of whites had become reduced to twenty-eight, this little band succeeded in breaking through the enemy and gaining a rising ground not far from the Oak Woods.

The attack, the charge, the subsequent advance, etc., seem all to point to about the spot where is now Eighteenth street, and to the "massacre cottonwood" still standing when these lines are penned, though dead for some five years.

The contest now seemed hopeless, and Lieutenant Helm sent *Peresh Leclerc*, a half-breed boy in the service of Mr. Kinzie, who had accompanied the detachment and fought manfully on their side, to propose terms of capitulation. It was stipulated that the lives of all the survivors should be spared, and a ransom permitted as soon as practicable.

The studious suppression of Captain Heald's name all through this narrative is a smile-compelling feature in it for we of eighty years later can not enter into the bitterness which must have lain behind it in hearts now long since cold in death. Captain Heald himself says: "I drew off the few men I had left." "I advanced toward them alone." "After shaking hands, he requested me to surrender." But Mrs. Helm says her husband, junior in command, did the whole thing, not even naming Captain Heald for the sake of explaining his absence,

which is left to be inferred from the assumption of power and responsibility by his subordinate. It is not quite clear what part Mr. Kinzie took in the affair, if any; for it is obviously Leclerc, the half-breed, who "had accompanied the detachment and fought manfully on their side."

But in the meantime a horrible scene had been enacted. One young savage, climbing into the baggage-wagon containing the children of the white families, twelve in number, tomahawked the children of the entire group.* This was during the engagement near the sand-hills. When Captain Wells, who was fighting near, beheld it he exclaimed:

"Is that their game, butchering women and children? Then I will kill, too."

So saying, he turned his horse's head and started for the Indian camp, near the fort, where had been left their squaws and children.

Several Indians pursued him as he galloped along. He laid himself flat on the neck of his horse, loading and firing in that position as he would occasionally turn on his pursuers. At length their balls took effect killing his horse and severely wounding himself. At this moment he was met by *Winnemeg* and *Wau-ban-see* who endeavored to save him from the savages who had now overtaken him. As they supported him along, after having disengaged him from his horse, he received his death-blow from another Indian, *Pee-so-tum*, who stabbed him in the back.

* Mr. Wentworth got from A. H. Edwards, of Sheboygan, Wis., the following confirmatory story of this slaughter of the innocents: ". . . I am acquainted with some facts, derived from conversations with one who was there and witnessed the fight and killing of many of those who lost their lives on that memorable day. She was a daughter of one of the soldiers, and was one of the children who, with her mother and sister, occupied one of the wagons that was to convey them from the fort. She told me she saw her father when he fell and also saw many others; she, with her mother and sister, were prisoners among the Indians for nearly two years, and were finally taken to Mackinac and sold to the traders and sent to Detroit. On our arrival in Detroit in 1816, after the war, this girl was taken into our family and was then about thirteen years old, and had been scalped. She said a young Indian came to the wagon where she was and grabbed her by the hair and pulled her out of the wagon, and she fought him the best she knew how, scratching and biting, until finally he threw her down and scalped her. She was so frightened that she was not aware of it until the blood ran down her face. An old squaw interfered and prevented her from being tomahawked by the Indian, she going with the squaw to her wigwam and was taken care of and her head cured—this squaw was one that often came to their house. The bare spot on top of her head was about the size of a silver dollar. She saw Captain Wells killed and told the same story [Mrs. Heald's] as related in your pamphlet."

This is quite contradictory of the eye-witness account given by Mrs. Heald, who says she received brave William Wells' dying message. If Mrs. Helm asserted herself (as she does not) to have been the eye-witness of his fate, we should then have used the privilege of judging between two warring testimonies. As it is, we accept without hesitation Mrs. Heald's reasonable and probable personal narrative and reject Mrs. Helm's romantic and incredible hearsay report; guessing it to have sprung from the lying lips of Indians wishing for selfish purposes to excuse their offences or magnify their good deeds.

That Captain Wells should have been an eye-witness of the wagon massacre on the lake shore after his charges upon the savages beyond the sand-hills; that he should have thereupon ridden off toward the fort, threatening to kill the women and children; that while so riding he was pursued, overtaken and shot by Indians on foot; that while being led along by two friendly Indians he should have been stabbed to death by a third, also friendly (see another part of Mrs. Helm's story)—all this staggers belief; and would scarcely deserve a thought even though we had not a word to the contrary.

For similar reasons (though of less force), some pages of the *Wau-Bun* narration looking like romance are passed over and the story taken up again where it refers to the family of Mr. Kinzie, and therefore is likely to have come from Mrs. John Kinzie directly to her daughter-in-law, the authoress, though the quotation marks are continuous with those used in Mrs. Helm's own portion.

Those of the family of Mr. Kinzie who had remained in the boat near the mouth of the river were carefully guarded by *Kee-po-tah* and another Indian. They had seen the smoke, then the blaze, and immediately after the report of the first tremendous discharge sounded in their ears. Then all was confusion. They realized nothing until they saw an Indian come toward them from the battle-ground, leading a horse on which sat a lady, apparently wounded.

"That is Mrs. Heald," cried Mrs. Kinzie. "That Indian will kill her. Run, Chandonnais," to one of

Mr. Kinzie's clerks; "take the mule that is tied there and offer it to him to release her."

Her captor, by this time, was in the act of disengaging her bonnet from her head in order to scalp her. Chandonnais ran up, offered the mule as a ransom, with the promise of ten bottles of whisky as soon as they should reach his village. The latter was a strong temptation.

"But," said the Indian, "she is badly wounded—she will die—will you give me the whisky at all events?"

Chandonnais promised he would and the bargain was concluded. The savage placed the lady's bonnet on his own head and after an ineffectual effort on the part of some squaws to rob her of her shoes and stockings, she was brought on board the boat, where she lay moaning with pain from the many bullet-wounds she had received in both arms. . . .

When the boat was at length permitted to return to the mansion of Mr. Kinzie, and Mrs. Heald was removed to the house, it became necessary to dress her wounds.

Mr. K. applied to an old chief who stood by and who, like most of his tribe, possessed some skill in surgery, to extract a ball from the arm of the sufferer. "No, father," replied he, "I cannot do it—it makes me sick here," laying his hand on his heart. Mr. Kinzie then performed the operation himself with his pen-knife.

One pauses, naturally, to indulge in a feeling of gratitude and satisfaction in contemplating this bit of gentleness and humanity in the breast of the untutored savage. It is delightful to find proofs of the unity of the human race; and the more unpromising the individual or tribe the more gratification springs from every suggestion of common feeling. It is honey from worm-wood, or a lily growing on a lava bed. It is like the old tradition of the lion from whose foot a girl removed a thorn; and afterward, when, as a Christian martyr, the girl was placed in the arena to be devoured by wild beasts, she found herself spared and even defended by a lion whom she recognized as the one she had relieved in the desert.

No mention is made of the transfer of Mrs. Helm to her stepfather's house, but she appears there a little further on.

At their own mansion the family of Mr. Kinzie were closely guarded by their Indian friends, whose intention it was to carry them to Detroit for security.

The rest of the prisoners remained at the wigwams of their captors.

The following morning, the work of plunder being completed, the Indians set fire to the fort. A very fair, equitable distribution of the finery appeared to have been made, and shawls, ribbons and feathers fluttered about in all directions. The ludicrous appearance of one young fellow who had arrayed himself in a muslin gown and the bonnet of one of the ladies, would, under other circumstances, have afforded matter of amusement.

. . . Runners had been sent to the villages to apprise them of the intended evacuation of the post, as well as of the plan of the Indians assembled to attack the troops. Thirsting to participate in such a scene they hurried on, and great was their mortification on arriving at the river Aux Plaines [Des-plaines] to meet with a party of their friends having with them Nee-scot-nee-meg, badly wounded, and to learn that the battle was over, the spoils divided and the scalps all taken. On arriving at Chicago they blackened their faces and proceeded toward the dwelling of Mr. Kinzie.

From his station on the piazza Black Partridge had watched their approach, and his fears were particularly awakened for the safety of Mrs. Helm (Mrs. Kinzie's step-daughter), who had recently come to the post and was personally unknown to the more remote Indians.

Although (as has been observed) this, as well as the earlier part of the account (where Mrs. Helm speaks in the first person), appears in Wau-Bun in continuous quotation marks, it is manifest that the whole latter portion is a separate recital. Several interesting anecdotes are given in detail; but for them the reader must look to the original delightful volume, which, though not in the market, can be found in the Chicago Historical Society's collection, and also in many private libraries, especially among the Chicagoans who were not burned out in the great fire of October 9, 1871. It is to be hoped that some of Mrs. Kinzie's descendants will cause a new edition to be published for the benefit of later comers who should look to it for amusement and also instruction concerning times and scenes so unlike those now around them as to have happened in another planet, instead of on the very soil they tread.

One of these incidents shall be here repeated, as it brings upon the scene Billy

Caldwell, "The Sau-ga-nash" or Englishman, a half-breed son of a British officer, Colonel Caldwell, and a beautiful Pottowatomie girl. He lived in Chicago up to the final departure of the Indians in 1836.

The Kinzie house had been invaded by the sullen, disappointed, late-come savages, and the whites and faithful Indians were almost in despair, when a friendly whoop was heard from the opposite bank, the place where the embers of the fort must have been still smoking. Black Partridge answered the hail.

"Who are you?"

"I am the Sau-ga-nash."

"Then make all speed to the house—your friend is in danger and you alone can save him."

Billy Caldwell, for it was he, entered the parlor with a calm step, and without a trace of agitation in his manner. He deliberately took off his accoutrements and placed them with his rifle behind the door; then saluted the hostile savages:

"How now my friends! A good day to you. I was told there were enemies here, but I am glad to find only friends. Why have you blackened your faces? Is it that you are mourning for the friends you have lost in battle? Or is it that you are fasting? If so, ask our friend here and he will give you to eat. He is the Indian's friend and never yet refused them what they had need of."

Taken by surprise, the savages were ashamed to acknowledge their bloody purpose. They therefore said, modestly, that they came to buy of their white friends some white cotton in which to wrap their dead before interring them. This was given them with some presents and they took their departure peaceably from the premises.

Another bit presents the friendly Black Partridge in a novel and sentimental light. Mrs. Lee (widow of the owner of the farm at Hardecrabble), was claimed by that gentle savage, and with her baby, carried off to his village on the Au Sable. He fell in love with the sorrowing woman, who had lost husband, son and daughter in the massacre, and wished to marry her; a union to which she was nowise minded; yet he treated her with perfect respect, in hopes that she would change her mind. In the course of the winter (1813) the baby fell ill and her dark admirer got her consent to take it for medical

treatment to Chicago (fifty miles), where it appears that a trader named Du Pin was living in the Kinzie house.

Wrapping up the little one with tender care, he set out on his winter journey. The rest of the story is given in Wau-Bun (p. 246), as follows:

When he arrived at the residence of M. Du Pin he entered the room and carefully placed his burthen on the floor.

"What have you there?" asked M. Du Pin.

"A young raccoon, which I have brought you as a present," was the reply; and opening the pack he showed the little sick infant.

When the trader had prescribed for its complaint and Black Partridge was about to return home, he told his friend of his proposal to Mrs. Lee to become his wife, and the manner in which it had been received. M. Du Pin entertained some fears that the chief's honorable resolution might not hold out to leave it to the lady herself whether to accept his addresses or not; so he entered into a negotiation for her ransom, and so effectually wrought upon the good feelings of Black Partridge that he consented to bring his fair prisoner at once to Chicago, that she might be restored to her family.

Whether the kind trader had at the outset any other feeling than sympathy and brotherly kindness we cannot say; we only know that in process of time Mrs. Lee became Madame Du Pin, and that they lived together in great happiness for many years afterwards.

One is prone to fancy the good old chief saying bitterly to himself, "Of course! Indian's luck! Might have known!" But knowing the redman's estimate of woman-kind, it is quite probable that his regret was both shallow and short-lived, and that a good mule would more than atone for the absence of the widow's help in his household.

Still another bit of local color is worth giving, a last look at the family of the "Burns House" which stood near the foot of North State street. It is probable that its occupant was the "Thomas Burns" who appears in the Fort Dearborn muster roll, 1810, already given. It will be observed that therein he is put down as enlisted 8 June, 1806. This would entitle him to his discharge 8 June, 1811, and it is most reasonable to suppose that he became then one of the resident "discharged soldiers;" married

a wife who, with her day-old infant was carried, bed and all, to the fort by Lieutenant Ronan and his party on April 7th, 1812, after the attack on Lee's place; was one of the organized defenders of the "Agency house" in the days immediately succeeding; and on August 15th, shared the fate of the brave twelve "militia men," who to a man died on the field or were fiendishly murdered in the days following.

The soldiers, with their wives and surviving children, were dispersed among the different villages of the Pottowatomies upon the Illinois, Wabash and Rock rivers, and at Milwaukee, until the following spring when they were, for the most part, carried to Detroit and ransomed.

Mrs. Burns, with her infant, became prisoner of a chief who carried her to his village and treated her with great kindness. His wife, from jealousy of the favor shown to "the white woman" and her child, always treated them with great hostility. On one occasion she struck the infant with a tomahawk and narrowly missed her aim of putting an end to it altogether. (Wau-Bun, p. 233).

Three days after the battle Mr. Kinzie's family were carried over to St. Joseph, where they remained until November, and were then forwarded to Detroit; all by friendly Indians. At Detroit they are said to have been delivered up to Colonel McKee, the British Indian Agent, as "prisoners of war," though that designation is not commonly applied to women, children and other noncombatants. Perhaps it was only a convenient way of putting on the subsistence lists the poor victims, stripped of everything they had on earth; reduced in a day from comfort to penury, by a system of warfare rarely paralleled in the civilized world.

Mr. Kinzie remained behind to try to gain possession of some fragments of his late possessions; with pitifully small results we may be sure, for he was a poor man to the end of his life (1828); and only after his death, and by what seems a friendly fiction inserted in an Indian treaty, did his family receive any compensation for his despoiling. In January, 1813, he too, went to Detroit and gave his parole to General Proctor. He seems to have been treated with extreme

severity, kept part of the time in irons, and was even shipped to England for trial (on what charge one wonders), and finally to have escaped and returned to his family after the conclusion of peace.

Wau-Bun gives the later adventures of the Helms as follows:

Lieut. Helm, who was likewise wounded, was carried by some friendly Indians to their village on the Au Sable, and thence to Peoria, where he was liberated by the intervention of Mr. Thomas Forsyth, the half brother of Mr. Kinzie. Mrs. Helm had accompanied her parents to St. Joseph, where they resided in the family of Alexander Robinson, receiving all possible kindness and hospitality for several months. After their arrival in Detroit Mrs. Helm was joined by her husband, when they were both arrested by order of the British commander and sent on horseback, in the dead of winter, through Canada to Fort George, on the Niagara frontier.

"Niles' Weekly Register" of Baltimore, seems to be the best budget of current news published in those un-journalistic days and available now. In its issue of June 4, 1814, appears the following extract from the paper published at Plattsburg, N. Y., May 21, 1814:

CHICAGO.—Among the persons who have lately arrived at this place from Quebec are *James Van Horne*, *Joseph Knowles*, *Paul Grummow*, *Elias Mills*, *Joseph Bowen*, *Nathan Edson*, *Dyson Dyer*, *James Corbin* and *Phelim Corbin*, of the First Regiment of U. S. Infantry, who survived the massacre at Fort Dearborn or Chicago, on the 15th of August, 1812. It will be remembered that the commandant at Fort Chicago, Captain Heald, was ordered by General Hull to evacuate the fort and proceed with his command to Detroit; that having proceeded about a mile and a half the troops were attacked by a body of Indians to whom they were compelled to capitulate. Captain Heald, in his report of the affair dated October 23d, 1812, says: "Our strength was fifty-four regulars and twelve militia, out of which twenty-six regulars and all the militia were killed in the action, with two women and twelve children. Lieutenant Linai T. Helm, with twenty-five non-commissioned officers and privates and eleven women and children were prisoners when we separated."

Lieutenant Helm was ransomed; of the twenty-five non-commissioned officers and privates and the eleven [fourteen] women and children, the nine persons above mentioned are believed to be the only survivors. They state that the prisoners who were

not put to death on the march, were taken to the Fox River, in the Illinois Territory, where they were distributed among the Indians as servants. Those who survived remained in this situation about nine months, during which time they were allowed scarcely a sufficiency of sustenance to support nature, and were then brought to Fort Chicago where they were purchased by a French trader, agreeable to the directions of General Proctor, and sent to Amherstburg, and thence to Quebec, where they arrived November 8, 1813.

John Neads, who was one of the prisoners, formerly of Virginia, died among the Indians between the 15th and 20th of January, 1813.

Hugh Logan, an Irishman, was tomahawked and put to death, he not being able to walk from excessive fatigue.

August Mott, a German, was killed in the same manner for the like reason.

A man named Nelson was frozen to death while a captive with the Indians. He was formerly from Maryland.

A child of Mrs. Neads, the wife of *John Neads*, was tied to a tree to prevent its following and crying after its mother for victuals. Mrs. Neads afterwards perished with hunger and cold.

The officers who were killed on the 15th of August had their heads cut off and their hearts taken out and broiled in the presence of the prisoners.

Eleven children were massacred and scalped in one wagon.

Mrs. Corbin, wife of *Phelim Corbin*, in an advanced state of pregnancy, was tomahawked, scalped, cut open and had the child taken out and its head cut off.

The names given in italics are among those given in the muster roll of 1810. So far is authentic contemporary history. To this might be added a few unmistakeable contemporary lies. Niles' Register of May 8, 1813, gives "a letter from Walter Jordan, a non-commissioned officer of the regulars of Fort Wayne, to his wife in Alleghany county, dated Fort Wayne, October 19, 1812." This letter professes to give the doings of "Captain Wells, myself and a hundred friendly Indians." He says they reached Chicunga on August 10th, and on the 15th prepared for an immediate march "burning all we could not fetch with us." They marched on the 15th at 8 o'clock with "a small force" which consisted of

Captain Wells, myself and 100 Confute Indians, Captain Heald's 100 men, ten women and twenty children—in all, 232." They had marched "half a mile" when they were attacked by "600 Kickapoos and Wynbago Indians."

In the moment of trial our Confute savages joined the savage enemies. Our contest lasted ten minutes when every man, woman and child was killed except fifteen. Thanks be to God I was one of those who escaped. First they shot the feather off my cap, next the epaulet from my shoulder, and then the handle from my sword. I then surrendered to four savage rascals. The Confute chief, taking me by the hand and speaking English, said: "Jordan, I know you. You gave me tobacco at Fort Wayne. We won't kill you, but come and see what we will do with your captain." So, leading me to where Wells lay, they cut off his head and put it on a pole, while another took out his heart and divided it among the chiefs and ate it up raw. Then they scalped the slain and stripped the prisoners and gathered in a ring with us fifteen poor wretches in the middle. They had nearly all fallen out about the divide but my chief, the White Raccoon, holding me fast, they made the divide and departed to their towns. They tied me hard and fast that night and placed a guard over me. I lay down and slept soundly until morning, for I was tired. In the morning they untied me and set me parching corn, at which I worked attentively till night. They said that if I would stay and not run away they would make a chief of me; but if I would attempt to run away they would catch me and burn me alive. I amused them with a fine story in order to gain their confidence, and, fortunately, made my escape from them on the 19th of August, and took one of their best horses to carry me, being seven days in the wilderness. I was joyfully received at Wayne on the 26th.

No wonder Jordan surrendered to his four ruthless assailants when they had shot off feather, epaulet and sword-hilt; in a short time they might have gone near to injuring himself. He was treated with much consideration, taken kindly by hand and led to where Captain Wells lay awaiting his coming (before being beheaded and having his heart cut out, Mrs. Heald looking on). Then, and not till then, did they scalp the slain and strip the prisoners. Jordan was tired, and one fully shares his weariness.

At the same time a scoffer would be prone

to imagine that the "Confute" Indians, (whoever they may be, the name is not recognized as being that of any known tribe) ran away as fast as their legs could carry them, with Sergeant Jordan very near the head of the procession. That is if there ever was any Walter Jordan, and if he really went from Fort Wayne to Chicago with Captain Wells at all.

Another and nearly allied communication appeared in Niles' Register of April 3, 1813; which would appear to have been written by a relative of Jordan,—if not by himself. It reads as follows:

SAVAGE BARBARITY—Mrs. Helm, the wife of Lieut. Helm, who escaped from the butchery of the garrison at Chicauga by the assistance of a humane Indian has arrived at this place (Buffaloe); the account of her sufferings during three months' slavery amongst their allies would make a most interesting volume; one circumstance alone I will mention: During five days after she was taken prisoner she had not the least sustenance, and was compelled to drag a canoe (barefooted and wading along the stream) in which there were some squaws and when she demanded food some flesh of her murdered countrymen and a piece of Capt. Wells' heart were offered her. She knows the fact that Col. Proctor, the British commander at Malden, bought the scalps of our murdered garrison at Chicaugo, and thanks to her noble spirit, she boldly charged him with the infamy in his own house. She knows further, from the tribe with whom she was a prisoner and who were perpetrators of those murders, that they intended to remain true, but that they had received orders from the British to cut off our garrison, whom they were to escort.

O spirits of the murdered Americans, can ye not rouse your countrymen, your friends, your relations, to take ample vengeance on those worse than savage bloodhounds? AN OFFICER.

Here is a wonderful tale! For five days after her capture (while she tells us she was with her mother and stepfather), without the least sustenance, she dragged a canoe-load of squaws who were continually offering her pieces of Captain Wells' heart and other similar delicacies. Three months' slavery among the Indians (while Chief Robinson was giving her family all possible kindness), and three months' captivity amongst the

English (in the family of the Kinzies) completes the surprising bit of fanciful history, vouched for by "An Officer."

The shore sand-hills were not high and not continuous. The surface of the bank, a hundred feet or more back from the water, varied from ten to twenty feet in height above its level. On its lower reaches stood scattered cottonwoods, and here and there a small group or a single tree.

When Eighteenth street came to be laid out there stood between its curb stones, two old cottonwood trees which were pointed out by earlier traditions as marking the battleground and named the "Massacre trees," and they were therefore spared, although standing near the middle of the roadway.

One of them stands there still (1892), although it bore its last leaves in 1887, when it died of old age. Its size and appearance indicate a length of life reaching back to the beginning of the century. Mrs. Kinzie, author of *Wau-Bun*, so often quoted herein, told Mrs. Henry W. King that those trees were saplings at the time of the massacre, and marked the spot of its occurrence. She added:

"My husband [John H. Kinzie, oldest son of John Kinzie] and his family always bore in mind the location of that massacre and marked it by the cottonwood trees, which, strange to say, have stood unharmed in the middle of the street to this day."

The Hon. Isaac N. Arnold adds his testimony as to the authenticity of the old landmarks in these words:

I came to Chicago in 1836; the Fort Dearborn reservation then and for several years thereafter belonged to the government, and there were but a few scattering houses from Fort Dearborn south to the University [Thirty ninth street] and between the beach and Michigan avenue. The sand hills near the shore were still standing. The family of John H. Kinzie was then the most prominent in Chicago, and the best acquainted with its early history. From this family and other old settlers, and by Mr. and Mrs. Kinzie I was told where the attack upon the soldiers by the Indians was made. There were then growing some cottonwood trees, near which I was told the massacre occurred. One of those trees

is still standing in the street leading from Michigan avenue to the lake, and not very far from the track of the Illinois Central railroad. This tree was pointed out to me by both Mr. and Mrs. Kinzie as near the place where the attack began.

Mr. A. J. Galloway says, concerning the tree in question: "From an intimate knowledge of the growth of trees, I have no doubt but its sapling life long ante-dated the time of the massacre."

Mrs. Mary Clark Williams, whose father, H. B. Clark, purchased in 1833 the land on which the tree now stands, says that nearly fifty years ago she played under the old cottonwood and that then it was a large and thrifty tree. In 1840 an Indian told her father that the massacre occurred on that spot.*

In a memoir of John H. Kinzie, written by his wife Mrs. Juliette (Magill) Kinzie, communicated to the Chicago Historical society in 1877 by their daughter Mrs. Nellie (Kinzie) Gordon, of Savannah, Ga., we read:

In 1816 the Kinzie family returned to their desolate home in Chicago. The bones of the murdered soldiers, who had fallen four years before, were still lying unburied where they had fallen. The troops who had rebuilt the fort collected and interred these remains. The coffins which contained them were deposited near the bank of the river, which then had its outlet about at the foot of Madison street. The cutting through the sand-bar for the harbor caused the lake to encroach and wash away the earth, exposing the long range of coffins and their contents which were afterward cared for and re-interred by the civil authorities.†

Just as this volume is going to press, a splendid memorial, conceived in the mind of one of Chicago's foremost citizens and erected at his expense, is unveiled and dedicated to do service to history by marking for

future ages the place of the Fort Dearborn massacre of 1812. This makes it seem fitting to insert here (though out of strict chronological order) a short resume of the personal history and sketch of the events connected with the memorial.

Most cities, when they pass the "million mark," and thus make their nativity a matter of interest, have to peer into the dim past for records and pictures of their beginnings, and get either no light on the subject or only the false glow of fable and tradition. Not so Chicago; for Fort Dearborn, her birthplace, was built (1804) within the lifetime of men still alive, and was destroyed with dreadful slaughter, on August 15th, 1812, a time within the scope of human memory; and a tree is still standing (1893) which participators in the massacre pointed out to some our own fellow-citizens as a mark and relic of the field of blood and death.

The tree is dead and doomed to quick decay; upon which event the exact location of the scene of the massacre would naturally enter into the realm of tradition, and finally become as uncertain as is the place where Romulus drove his furrow. History will preserve the facts that occurred, but, without the help of some physical monument of perennial duration, cannot mark the place of their occurrence.

It happens that the shadow of the gaunt and naked branches of the old "Massacre Tree" falls daily on the home of George M. Pullman; and the nearness of this old landmark has inspired him with the determination that the spot shall have a more enduring memento; one which will remind those who share the city's greatness, of the toils, the struggles, the sacrifices, which made that greatness possible. The great historical group of splendid art, in imperishable bronze, now given to the Historical Society "in trust for the city and for posterity," is the outcome of that determination.

*This information concerning the authenticity of the "massacre tree" in 18th street was collected by Captain Andreas and printed in his great "History of Chicago," facing the picture of the tree as it looked (1884) when the book was published.

†Strictly speaking, it was the building of the North Pier, to stop the southward flow of sand, which, forming an eddy, tended to abrade the shore lying below it, to the southward. But in fact those coffins contained, not the massacre victims, but the other dead of the garrison and village. The scattered skeletons of the others were buried near where they fell.

Pictures and sculptures illustrative of events of historic times, are often hampered by the fact that the characters represented are encumbered and disguised in the apparel of civilized life. It is only in treating classic and mythological subjects that artists, since the days of ancient Greece, have had free play to represent the human form in its naked majesty. Most happily for the grandeur and beauty of the "Massacre Group" it deals chiefly with American Indians, who, when on the war-path, go nearly naked. This was one bit of good luck that befel the undertaking of the memorial group; and it was supplemented by another; the presence at Fort Sheridan of certain hostile Indians captured at the affair at Wounded Knee Creek, and detained until the trouble and excitement of the "ghost dancers" should abate.

General Nelson A. Miles, commanding the Department, kindly permitted two of these hostiles to come, under guard, to the sculptor's studio, where they posed as models for the principal figures of the group. "Kicking Bear," taken for the study for Black Partridge, was pronounced the finest possible specimen of physical manhood. "Short Bull," whose likeness stands for the "younger Indian" in the story, was also well fitted for his part. It happened that the first named was a "bad Indian," who carried six scalps at his belt, while the other was simply a "ghost dancer," and not noted for blood-thirstiness. The savages entered into the spirit of their task and enjoyed seeing their figures reproduced in the plastic clay; and on observing that in the group their characters were reversed, were amused, in their grim fashion and showed the fact. Kicking Bear, laughing aloud, slapped his bare breast, crying "Me good Injin! Him bad Injin!"

The sculptor, Carl Roth-Smith, was fully alive to his splendid opportunity, and made splendid use of it. Systematically educated in the best European art methods, he had achieved success in both hemispheres, and now, with worthy subject, nude models, good location and an ample fund, he found himself in a position which any artist might envy.

Was he equal to the occasion? The mas-

sacre group as completed is the triumphant answer to the question.

So much, as preliminary to Thursday, June 22, 1893, the day of the ceremony of dedication of the memorial group. In its outward aspect the day was like the one commemorated; Saturday, August 15, 1812; for both were warm and cloudless. The sun shone on the great city, with its million and a half of citizens and strangers with the same golden light which, four-score years before, it had showered down on the lonely shore, the little band of doomed white people and the struggling horde of slaughterous savages. And standing on the shore, where the earliest rays must fall upon it, wrapped in the national flag—now bearing forty-four stars instead of the eighteen which it showed in 1812—stood the bronze group which was to perpetuate the memory of the earlier day.

As the hours wore on crowds began to gather about the old "Massacre Tree" and the new massacre group, and at the appointed time (four p. m.), the private grounds and the adjacent public way were well filled with an interested, orderly concourse; invited guests, old citizens full of memories and new citizens alive with curiosity and interest. At least four historic families were represented—Harrisons, Lincolns, Healds and Kinzies—and doubtless others not making themselves known.

Mentioning them in the order in which the names became identified with Chicago's history, we come first to Ex-President Benjamin Harrison, grandson of the great general under whose auspices the whole Northwest emerged from savagery to civilization. Next we name Darius Heald, grand-nephew of William Wells (a protégé of Gen. Harrison), and son of Captain Nathan Heald. Third in time were representatives (in the third generation) of the family of the true father of the city, John Kinzie; and fourth in time, though first in fame, was Robert Lincoln, son of the martyred president, Abraham Lincoln.

The exercises were worthy of the dignity and distinction of the gathering. What was there done and said is a part of the history of the city and the nation.

PART SECOND.

HISTORY OF CHICAGO

PART SECOND

BY
JOHN MOSES.

CHAPTER V.

RUDIMENTARY.—THE LOG CABIN AGE.

CHICAGO is situated on both sides of the river bearing that name, and its north and south branches, which stream enters Lake Michigan at its southern bend, and which has been sometimes called an arm of that inland sea.

From an observation taken at the dome of the court house it is shown to be in latitude 41 deg. 53 min. 06.2 sec.—the same as Boston and Albany in the United States, and Rome and Constantinople in Europe; and in longitude west from the meridian of Greenwich 87 deg. 36 min. 01.2 sec. It lies six hundred miles nearer the equator than London or Berlin, and is nearly six hundred feet above the sea level.

The mean temperature of the place, based upon twenty years' continuous observation in the United States signal office at Chicago, is 48.05 deg., and the average yearly precipitation, covering a period of nineteen years, is 36.02 inches.

The climatic conditions of Chicago are

those of the middle and upper portions of the Mississippi valley. Its level surface, remote from the sea and mountains, is exposed to storms and high winds, and to frequent and sudden changes in the weather. While the winters are generally cold and the summers warm, such a variety of climate is presented that corresponding seasons in successive years are rarely the same, and the citizen looking for diversity has been, and doubtless will be, accommodated with January weather in May and October weather in December. He may have experienced winters in which the merry sleigh-bells were heard continually for three months, and others so open and mild that cattle could support themselves by browsing along the banks of the north and south branches of the river. He may have seen it rain incessantly for sixty days consecutively (as in the spring of 1858), and so warm and dry as to bring into requisition the street sprinkler in February (as in 1880). There have been winters in which the ice formed only eight inches in thickness, and others in which twenty-eight inches were

made. In 1847 steamboats were run on the Illinois river to La Salle every month in the year, and in 1863 there was frost in every summer month. As if determined to establish a character for stability, there have been instances of successively cold winters in which there were regular falls of snow and low temperature, but the record could not be maintained. Again, as within recent experience, the last four winters (prior to 1891-2) have been extremely mild, so that one could ride on the open grip cars, only requiring a spring overcoat by way of extra covering until Christmas, and on that day carry with him for his Christmas table blooming primroses exposed to the air without injury to leaf or petal; while during the summer of 1890 the mercury for ten days ranged between 85 and 90. Indeed the question has been raised whether there has not been some occult influence at work to effect a permanent change in the climate of the city. Liable to extremes, however, as the climate of Chicago admittedly is, owing to the ameliorating influences of the lake the thermometer never falls so low here as it does sometimes in localities as far south as Peoria and Springfield, nor does it climb so high as it does at St. Paul or Helena.*

Chicago is 911 miles distant from the city of New York, 811 from Washington, 915 from New Orleans, and 2450 from San Francisco.

When the first settlement was made at, and adjacent to, Fort Dearborn, a sand ridge, nine or ten feet above the surface of Lake Michigan, extended along the shore, with here and there a scrubby pine or oak growing out of the thin soil on the south side of the river, with more and heavier timber on the north side; while lying on the west and south of the ridge was an extensive, flat prairie, across whose surface the water, on its way to the river, only two or three feet below, had cut frequent gullies which had grown into sloughs; one of

which, about sixty feet wide at its embouchure at what is now State street, extended in a southwesterly direction to Clark street. Another, beginning a little south of Lake street had its outlet between Clark and La Salle. The third and largest of these gullies had been formed on the north side, near what subsequently became Franklin street, being nearly eighty feet wide where it entered the river, and reaching north as far as what is now Chicago avenue.*

This low, flat configuration of the land, resting upon a bed of Niagara limestone sixty feet beneath, was relieved by a growth of timber, white oak, beech, and willows, along each bank of the Chicago river and its branches, which stream, from forty to seventy-five yards in width and ten to fifteen feet in depth, sluggishly flowed from the junction one mile to its outlet over a sandbar, at what is now known as the foot of Madison street.

The reader will be interested in, and perhaps receive a better idea of the appearance of the site of Chicago at this early period from, what was said of it by disinterested travelers and explorers. The first of these, from whose writings an extract will be given, is Judge Advocate Samuel A. Storrow (U. S. Army, 1815,) who visited Fort Dearborn in October, 1817, and in a letter to General Brown remarks: "The river Chicago (or, in plain English, Wild Onion river) is deep and about forty yards in width. Before it enters the lake its two branches unite, the one proceeding from the south, the other from the west, where it takes its rise in the very fountain of the Pleine, or Illinois, which flows in an opposite direction. . . . The site and relations of Fort Dearborn I have already explained. It has no advantage of harbor, the river itself being always choked, and frequently barred, from the same cause that I have imputed to the other streams of this country. In the rear of the fort is a prairie of the most complete flatness, no signs of

*See note at end of the chapter.

*John M. Van Osdel and others.

elevation being within the range of the eye. The soil and climate are both excellent."

Gurdon S. Hubbard, so long a conspicuous figure in the history of the city, thus describes his first view of Fort Dearborn and its surroundings, as he approached it by the lake, from the Little Calumet river, on the morning of October 1, 1818: "Arriving at Douglas Grove, where the prairie could be seen through the oak woods, I landed, and climbing a tree gazed in admiration on the first prairie I had ever seen. The waving grass, intermingling with a rich profusion of wild flowers, was the most beautiful sight I had ever gazed upon. In the distance the grove of Blue Island loomed up, beyond it the timber on the Desplaines river, while to give animation to the scene a herd of wild deer appeared, and a pair of red foxes emerged from the grass within gunshot of me. Looking north I saw the white-washed buildings of Fort Dearborn sparkling in the sunshine, our boats with flags flying, and oars keeping time to the cheering boat song."

Henry R. Schoolcraft, the celebrated explorer and writer, in his "Narrative Journal of Travels from Detroit Northwest to the Sources of the Mississippi River in 1820," says:

"Chicago creek is sixty yards wide at the garrison, and has a bar at its mouth which prevents shipping from entering, but is deep within. It is ascended eleven miles in boats and barges, where there is a portage of seven miles across the prairie to the River Pleine. The country around Chicago is the most fertile and beautiful that can be imagined. It consists of an intermixture of woods and prairies, diversified with gentle slopes, sometimes attaining the elevation of hills, and irrigated with a number of clear streams and rivers, which throw their waters partly into Lake Michigan and partly into the Mississippi river. As a farming country it unites the fertile soil of the finest lowland prairies with an elevation which exempts it from the influence of stagnant waters, and a summer climate of delightful serenity, while the

meadows present all the advantages for raising stock of the most favored part of the valley of the Mississippi. It is already the seat of several flourishing plantations, and only requires the extinguishment of the Indian titles to the lands to become one of the most attractive fields for the immigrant. To the ordinary advantages of an agricultural market town it must hereafter add that of a depot for the inland commerce between the northern and southern sections of the Union, and a great thoroughfare for strangers, merchants and travelers."

The next quotation is from Major Stephen H. Long's "Narrative of an Expedition to the Source of St. Peter's River in 1823."*

It will be noted that the major was far from being favorably impressed with the situation of Chicago, and felt compelled to differ in some respects from the statements of his predecessor, Mr. Schoolcraft. He remarks: "We were much disappointed at the appearance of Chicago and its vicinity. We found in it nothing to justify the great eulogium lavished upon this place by a late traveler, who observes that it is the most fertile and beautiful that can be imagined. 'And as a farming country,' says he, 'it unites the fertile soil of the finest lowland prairies with an elevation which exempts it from the influence of stagnant waters, and a summer climate of delightful serenity.' The best comment upon this description of the soil and climate is the fact that, with the most active vigilance on the part of the officers, it was impossible for the garrison, consisting of from seventy to ninety men, to subsist themselves upon the grain raised in the country, although much of their time was devoted to agricultural pursuits. The difficulties which the agriculturalists meet with here are numerous; they arise from the shallowness of the soil; from its humidity and from its exposure to the cold and damp winds which blow from the lake with great force during most part of the year. The appearance of the country

*Page 162 *et seq.*

near Chicago offers but few features upon which the eye of the traveler can dwell with pleasure. There is too much uniformity in the scenery; the extensive water prospect is a waste unchecked by islands, unenlivened by the spread of canvas, and the fatiguing monotony of which is increased by the equally undiversified prospect of the land scenery, which affords no relief to the sight, as it consists merely of a plain in which but few patches of thin and scrubby woods are observed scattered here and there."

The territory comprising the future city of Chicago, subject to the right of occupancy by the aborigines, belonged to Political Relations. right of discovery, as claimed by LaSalle, to France in 1682; to Great Britain by conquest and cession from France in 1760; to the State of Virginia by virtue of its conquest by Col. George Rogers Clark in an expedition set on foot and the expenses of which were borne by that commonwealth in 1778, and under whose jurisdiction and government it remained until 1784; and to the United States by deeds of cession from New York under a claim through the Confederated Six Nations of Indians, in 1782, and from Virginia in 1784.

Under the French, that which was called the "Illinois Country," which, according to Captain Pitman, did not extend north of the Kankakee and the Illinois rivers, was placed under the government of the province of Louisiana, and those portions of the Northwest territory north of it, including Detroit and Mackinac, under that of Canada.

There being no white inhabitants at Chicago when the government of the Northwest Territory was established under General Arthur St. Clair, in 1780, no county jurisdiction was extended over it, and the name first appears in any American document in the treaty of Greenville August 3, 1795, whereby the land upon which Fort Dearborn was subsequently located, as heretofore related, was ceded by the Indians to the United States, being described as follows: "One piece of land six miles

square, at the mouth of the Chicago river, emptying into the southwest end of Lake Michigan, where a fort formerly stood."

In 1796, however (August 15th), Chicago, with Detroit, was included in the county of Wayne, the third organized in the Counties. Northwest Territory.

The boundaries of Wayne county were changed January 14, 1803, within the new lines of which the site of Chicago was not included. It remained under the territorial jurisdiction of Indiana, however, until the territory of Illinois was created by act of Congress February 3, 1809, but it was not comprised within the limits of any Illinois county until that of Madison was established, Sept. 14, 1812. It was subsequently included within the following counties at the dates named: Edwards in 1814; Crawford, 1816; Clark, after the territory of Illinois was admitted as a State, in 1819; Pike in 1821; Fulton, 1823; Peoria, 1825, under whose jurisdiction it remained until the creation of the county of Cook, Jan. 15, 1831.

The name of no town or city in the United States has been so varied in its orthography and etymology as that of Chicago.

Chicago. Father Hennepin spelled it Che-cau-gou; LaSalle, Shecagou; on an old French map, reproduced by P. Margry, 1679-82, Chekagou; Lahontan, Chegakou; on another old map (1673) in the Historical Society Library at Madison, Wis., the first on which it appears, it is Chucagua; Father Gravier (1690) Chicagoua; St. Cosme (1700) does not agree with himself in his various renderings, using Chikagu, Chicagou, Chicaqu and Chicago, being the first to give the letters the arrangement which became finally settled upon as the authorized spelling. Charlevoix also gave that same spelling in 1721. In the Greenville treaty (as revised) it is Chikago. In an old deed filed away among the archives of the Chicago Historical Society, as applied to the river or creek (1774) it is plainly written Chicagou. Many more examples might be given, if it

were necessary to establish the fact of the varying orthography.

The derivations of the word and its interpretations have been as diverse as its spelling, but whether as meaning the wild onion, or the animal called the skunk, in its various applications it signified strong, mighty, powerful, courageous.*

This may be seen from the fact that the name was given by cartographers and explorers to the Mississippi river, the Illinois, the Desplaines, and the Calumet. It was worn by a chief of the Illinois Indians in 1725† who carried it with him to Paris, where he was made much of by kings and princes. It gradually came to be applied to the country around the southwestern bend of Lake Michigan and‡ passed from these generic uses to designate the little creek, or arm of the lake connecting, by means of a portage, that body of water with the river Desplaines, under the name of "Chicagou, or Garlick, creek" and "Chikago river," and from this the name of Chicago, which began to be applied to the territory adjacent to the river as early as 1786, became localized.§

With prophetic ken the native proprietors of the country made this spot a place of resort and rendezvous as far back as history goes. Near it, on Mud Lake, the Pottawattamies had a village, and another on the Calumet was still flourishing in 1812. Through it ran the highway traveled by the Sacs and Foxes and other Northwestern tribes on their way to join Pontiac, Little Turtle, and Tecumseh, and later, in search of supplies and support, to the British garrison at Malden in Canada. Here also came the Winnebagoes, the Kickapoos—never very friendly with the Americans—the Ottawas and Chippewas, confederated with the Pottawattamies. It was for years the favorite resort of voyagers and fur traders, whose paths, as did those of the red men,

all point to that locality which could be reached from the east by the great lakes, and from the west by so short a portage, or, in some seasons, entirely by canoes. The parting by the original owners with their title to the "six miles square at the mouth of the Chikago river" seemed to make no difference with regard to its occupancy by them, and even after the United States had taken possession of the premises and erected Fort Dearborn they continued to meet and trade there as before.

Through the influence of the famous Tecumseh and his brother, The Prophet, aided ^{war of} by British gold, the Indians living in ^{1812.} Illinois sided with Great Britain in the War of 1812; and although the fact of their intention had been well ascertained by Ninian Edwards, territorial governor of Illinois, and the fact of their contemplated attack upon Fort Dearborn communicated by him to the United States authorities,* no precautions were taken to prevent it, and they signalized their hostility by an act of treachery as cruel as it was dastardly.

After the tragic event of Aug. 15, 1812, and during the continuance of the war, no American citizen was permitted to become a resident of the deserted Fort Dearborn, or its vicinity. The dusky allies of the British continued to resort there as formerly, and had the grim satisfaction of gazing with stolid, unrelenting faces upon the ruin they had wrought. Governor Edwards had organized a force of four hundred fighting rangers, and made a successful expedition from Madison county up through the country to the head of Peoria Lake, where he met the enemy in battle and routed them, killing more than twenty braves. He pursued a vigorous policy toward them as long as hostilities continued, carrying the war into their own localities rather than waiting for attacks and raids upon defenseless settlements.

Peace was concluded between the United States and Great Britain at Ghent, December

* Hurlbut, 121.

† Charlevoix, VI, 76.

‡ Charlevoix, III, 166, 181, 213.

§ See Burnett's Letters, Hurlbut, 49-77.

* Edwards' History of Illinois, p. 74.

24, 1814; but the implacable Indians were not so easily pacified, and it was not until a year thereafter (December 26, 1815) that treaties "of peace and friendship" were concluded with the Illinois Pottowattamies, and with the Chippewa, Ottawa, and Indiana Pottowattamies, Kickapoos, and other hostile tribes.*

The following year attention was again turned by the Government toward the re-oc-

cupation of that noted "six miles square," and orders were given to rebuild Fort Dearborn.

The fort was rebuilt on a larger scale and somewhat improved plan, under the supervision of Captain Hezekiah Bradley. It consisted of a stockade of oak pickets fourteen feet long, enclosing a square of about six hundred feet, with barracks on the east side, block-house and quarters for the officers on the west side, constructed of hewn logs, two stories in height, magazines and stores, and one bastion each at the southeast and southwest corners—the block-house being in the southwest corner. West and a little south of the fort was the barn, adjoining which on the east was the garrison garden, covering about four acres, which fronted the fort on the south, its eastern line of fence forming also the eastern boundary of a cultivated field extending south about half a mile. The only road leading from the fort ran along the eastern line of this fence, across from which stood the "Factor House."†

But little change in the population of that neighborhood had taken place since the

memorable August 15th. Antoine
First Settlers. Ouilmette, a Frenchman, with a half-breed wife, continued to reside in the house then occupied by him just north of John Kinzie; the widow Lee, who had been taken as a prisoner to the village of Black Partridge, was ransomed by a M. Dupin, whom she married, and returning to Chicago occupied with her husband the house of John Kinzie. The house built by Charles Lee south of the

fort was sold in 1812 to that other distinguished first settler, Jean Baptiste Beaubien. Another cabin which had been built on the Lee farm, as it was called, on the west side of the south branch, about four miles from the mouth of the river, was afterwards, in 1817, fitted up and occupied as a trading house by John Crafts. The Burns house, which stood near what is now the southwest corner of North State (formerly Wolcott) and Water streets, near where the agency house, called Cobweb Castle, was subsequently erected, was occupied in 1817 by Charles Jouett, the first United States Indian Agent stationed at Chicago, who had previously resided here from 1804 to 1811.

A new settler came in 1814 in the person of Alexander Robinson, a half breed, said to have been the son of a Scotch trader at Mackinac and an Indian or half-breed woman. He claimed to be an Indian chief, his aboriginal name being Chee-chu-pin-quay. In 1816 he is said to have lived on the North Side near the intersection of Dearborn avenue and Kinzie street; but by 1825 or 1826 he had built, and afterwards occupied, for a long time, a log-cabin on the West Side at Wolf Point. He frequently acted as an interpreter for the Government, kept a tavern awhile, and sold goods. He received his share of benefits in the treaties of 1829, 1832 and 1833 as a Pottowattamie chief, including a reservation of two sections of land on the Desplaines river and two annuities. He was a tax-payer and a voter at Chicago from 1825 to 1830, and was long a conspicuous figure in its history. He died on his reservation April 22, 1872, his age being variously estimated at from 85 to 110 years.

Another settler was John Dean, an army contractor, who built a house and cultivated a field and garden south of the fort about 1816.

The fort was completed and occupied in July, 1816, about which time John Kinzie, the first American who proved to be a permanent settler, returned and again occupied his old residence. This, which is generally

* Revised Indian Treaties, pp. 196, 437, 697.

†G. S. Hubbard sketch, pp. 35-6.

supposed to have been the oldest house in what afterwards became Chicago, had been constructed, like all other dwellings in the locality and period, of logs lined with cedar bark. It had been occupied by one Baptiste Point de Sable, a colored man, a native of San Domingo, and formerly an officer of the British army, from 1778 to 1796, when he abandoned or sold the same to a Frenchman named Le Mai, who continued in possession until he in turn sold it in 1804 to Mr. Kinzie, as heretofore related. By 1816 it had doubtless been frequently reconstructed and improved, and is described as being a long, low building, with four or five rooms, and a piazza extending along its front, looking south. Its exact location was one hundred feet east of the present Pine street, near Michigan, on the north side.

John (Jean) Baptiste Beaubien, whose name was a familiar and conspicuous one in Chicago for nearly half a century, was born in Detroit, of French parentage, in 1780. He claimed to have purchased a cabin and cultivated a field south of Fort Dearborn in 1812, but certainly did not go there to reside permanently before his purchase of the Dean house in 1817. He was an enterprising trader and popular with the people generally, taking an active part in all early measures of improvement. He served in the Black Hawk war and was elected colonel and general of militia. His residence, on what is now the southwest corner of South Water street and Michigan avenue, which he had occupied for nearly a quarter of a century, and unsuccessfully claimed under the pre-emption laws, was sold away from him in 1839. He then moved on his farm near "Hardscrabble." He returned to the city in 1855, and in 1858 removed to Naperville, where he died January 5, 1863.

In 1817 came John Crafts, who began business as the agent of a firm of fur traders at Hardscrabble, on the old Lee farm. He became a voter and paid taxes here in 1825, and died that year at the house of John Kinzie, who succeeded him as agent.

In 1820 Dr. Alexander Wolcott, from Connecticut, succeeded Mr. Jouett, who had resigned the Indian agency to accept a United States judgeship in Arkansas.

He completed the double log-house begun by his predecessor, known as Cobweb Castle, on what was afterward the southwest corner of North State and Water streets, and occupied it as a residence until October, 1823. He married Ellen Marion, a daughter of John Kinzie, in July, 1823, and upon the evacuation of Fort Dearborn by the United States troops that year he was placed in charge of the property and took up his residence there in paying taxes and voting, and continuing to act as Indian agent until his death in 1830.*

Still following the chronological order of the settlement, the population of Chicago was increased in 1820 by the arrival and domiciliation of Billy Caldwell, a head chief of the Pottowattamies, called by the aborigines Sauganash, whose father was an Irish officer of the British army and whose mother was an Indian woman. He was at this time forty years of age. Having been born in Canada he naturally sided with the British in the War of 1812 and previous Indian wars. He was a great friend of Tecumseh, and was with him in all his battles. But after the war he became the warm friend of the Americans, to whom he rendered efficient service by giving their outposts timely warnings of approaching danger. In consideration of these valuable services, the Government built for Caldwell, in 1828, a residence near what is now the intersection of North State street and Chicago avenue. It was the first frame house built on the site of this great city. The timbers for the frame were hewn from trees in the neighborhood, and the clapboards, sash, nails, and brick brought from Cleveland, Ohio. It was a one-story building, fifty feet long, with a door in the centre and a window on each side. It was

* His salary was \$1,300, and between July, 1820, and December, 1821, he paid out \$27,600 for furs.

afterwards removed to a lot on Indiana street, and was consumed in the great fire of 1871.

Although Captain Billy never renounced his British allegiance, he paid taxes and voted in Chicago precinct, and was appointed a justice of the peace therein in 1826. He was tall and well-proportioned, could read and write in both the French and English languages, and possessed considerable intelligence. Although a firm friend of the whites, he felt deeply the wrongs which had been inflicted upon the red race. He left Chicago with the exodus of the Indians in 1836, and died at Council Bluffs, September 28, 1841.

The next of the early settlers of Chicago to arrive was David McKee, a Virginian, born in 1800, who came here May 31, 1822, or '23, as the Government blacksmith. He paid taxes here in 1825, voted in 1826 and 1830, and built a house on the North Side. He died at Aurora in 1881. The same year came also Joseph Porthier, a Frenchman, McKee's assistant, who also built a house on the North Side.

August 28, 1823, the colony was still further reinforced by the arrival of that distinguished old settler, Archibald Clybourn, from Virginia. In 1817 he had been preceded by his half-brother, John K. Clark, who was a nephew of John Kinzie. The following year (1824) the two brothers returned to Virginia and brought out the family of Jonas Clybourn, father of Archibald, including his son Henly and Elizabeth Kinzie, who subsequently married Samuel Miller. The Clybourns settled on the north branch of the Chicago river, near where are now the rolling mills, building there two cabins.

Archibald Clybourn, June 10, 1829, married Mary Galloway, daughter of James Galloway, who had spent the year 1824, and also the winter of 1826-7 in Chicago. They were married in LaSalle county, whither Mr. Galloway had removed in the spring of 1827.

Perhaps the most prominent arrival in 1824 was William See, from Virginia, a local

Methodist preacher, who occupied a log-house on the West Side. He was a blacksmith by trade, and a pioneer of sterling worth. When Cook county was organized he was appointed the first county clerk, and subsequently a justice of the peace. He was tall and slender in person, and a speaker, though uncultured, of considerable force. He removed from Chicago to Wisconsin in 1835, and died there, at Pulaski, August. 20, 1858.

James Kinzie, son of John by his first wife, was born at Detroit in 1793 and became a fur trader, but did not come to Chicago to reside until 1824-5. With Archibald Caldwell he built the Wolf Point tavern (West Side) in 1829, which was rented to Elijah Wentworth, who also arrived that year. He also built the Green Tree tavern, in 1833. He became an enterprising and successful merchant; was one of the first school trustees—the first sheriff of Cook county—the first Chicago auctioneer, and one of the town trustees in 1835. He married a daughter of William See. After the crash of 1837 Mr. Kinzie removed to Racine, Wis., and died in that State in 1866.

It was about this time that the half breed family of Laframboise became residents of the settlement at "Hardscrabble." It consisted of Henry Laframboise, Sr. (whose daughter Josette was the second wife of J. B. Beaubien), Henry Jr., Claude and Joseph, all of whom claimed to be Indian chiefs.

William H. Wallace, a Scotchman, had a trading house in this vicinity in the winter of 1826-7, and is said to have died here. His firm was known as Wallace & Davis.

Soon after the issuing of the first license for a tavern to Caldwell, in 1829, Samuel Miller, a son-in-law of John Kinzie, who had become a resident of the place in 1827, and who was one of the first county commissioners of Cook county, enlarged his house on the east side of the north branch nearly opposite Caldwell's, and set up a rival tavern. James Kinzie, about this time, opened a store in the same locality; and as William See and Alexander Robinson, and families,

resided near by on the west side, where was also the log church, the garrison having been withdrawn from the fort, Wolf Point was the center of population and the principal place of attraction for the inhabitants and all newcomers.

The noted Kinzie House—the “first in Chicago”—was abandoned by the owner for better quarters in 1827. It had become much run down, if not dilapidated. It was, however, afterwards repaired, and was used for a while for a store, in 1829, and was occupied by Mr. Bailey, the postmaster, in 1831, and by Mark Noble in 1832. It was finally abandoned for good, and entirely disappeared in 1834.

Russel E. Heacock, a native of Litchfield, Conn., who had formerly resided and practiced law in St. Clair and Union counties, in this State, but had removed to New York in 1823, had again, in 1827, decided to become a citizen of Illinois, this time taking up his residence at Chicago, where he remained until a short time before his death, by cholera, at Summit in 1849.

Barnabas H. Laughton, a merchant, also became a resident of the settlement at “Hardscrabble” in 1827, but removed to Riverside the following year. He was a brother-in-law of the pedagogue, Stephen V. R. Forbes.

Mark Beaubien, a younger brother of John Beaubien, distinguished for his social and musical qualities, being the first fiddler of the community, was a welcome citizen in 1826–27. He purchased a log-house of James Kinzie on the south side, which subsequently formed a wing of a new two-story frame building erected by him on the southeast corner of Lake and Market streets, in which he began keeping the celebrated hostelry called the Sauganash.*

By far the most important event, however, pertaining to the annals of Chicago which occurred in these formative years was the admission of

Change of State
Boundary.

Illinois into the Union as a State, December 3, 1818.

The ordinance of 1787 provided that three new States might be formed out of the Northwest Territory, but that Congress should be authorized to form one or more States out of as much of that portion thereof set apart for the western State therein as lay north of an east and west line drawn through the southerly bend or extreme of Lake Michigan. It was probably cursorily supposed that this should constitute the northern boundary of Illinois; and when the bill to enable the people of the Illinois Territory to frame a constitution and state government, which had been introduced in Congress on January 16, 1818, and referred to a select committee, was reported favorably, and considered in committee of the whole house, the northern boundary of the new State was proposed to be established on the parallel of latitude $41^{\circ} 39'$ north. Nathaniel Pope, who had been the first Secretary of the Territory, was its delegate in Congress, and upon him devolved the duty of looking after the bill during the several steps preliminary to its passage. With a forecast which but few statesmen in this country have been able to exercise, and which, in its prophetic vision, enabled him to perceive the future greatness of the State and the tendency of those conditions of the nation which actually resulted in a civil war forty years thereafter, when the act came up for consideration he arose in his place and moved to amend the bill by striking out the lines defining the boundaries of the new commonwealth, and to insert the following: “Beginning at the mouth of the Wabash river, thence up the same, and with the line of Indiana to the northwest corner of said State, thence east with the line of the same State to the middle of Lake Michigan, thence north along the middle of said lake to north latitude of $42^{\circ} 30'$, thence west to the middle of the Mississippi river, and thence down along the middle of that river to its confluence with the Ohio river, and thence up the latter river along its northwestern shore

* Mark Beaubien was born at Detroit in 1800, and died at the house of George Matthews, his son-in-law, at Kankakee, April 16, 1881.

to the beginning," thus extending the northern line of the State sixty-one miles.

Only a meager sketch of the reasons given by Mr. Pope for his amendment has come down to us,* but sufficient to show his breadth of mind and unequaled sagacity. He said: "The object of this amendment is to gain for the proposed State a coast on Lake Michigan. This would afford additional security to the perpetuity of the Union, inasmuch as the State would thereby be connected with the States of Indiana; Ohio, Pennsylvania and New York through the lakes. The facility of opening a canal between Lake Michigan and the Illinois river is acknowledged by every one who has visited the place. Giving to the proposed State the port of Chicago (embraced in the proposed limits) will draw attention to the opening of the communication between the Illinois river and that place, and the improvement of that harbor."

Such was the force of the reasons given that the amendment was adopted "without a division," and the bill having passed the house was equally successful in the senate, and became a law April 18, 1818. Thus were added to the territory of the State 8,500 square miles, out of which have been formed fourteen prosperous and wealthy counties.

The advantages to the site of Chicago by this change can hardly be estimated. It was What Chicago Gained. thrown immediately within the limits of a State government directly interested in its development, instead of being left within the Territory of Michigan, where it would have remained until the territorial government of Wisconsin was organized, in 1836, and which did not become a State for twelve years thereafter. What would have happened to it during these long years it were perhaps idle to conjecture. But certainly the grant of lands for the construction of a canal, made by Congress in 1827, would not have been made, and if the canal had been built at all it would

have been by way of the Sag and the Calumet river, where, doubtless, a town would have been laid out in 1830, instead of at Chicago.

The bearing of this extension of line upon the growth of Chicago and the State may be easily conceived, but it was of still more consequence to the perpetuity of the Union. The eminent judge pointed out the fact that, in case of a disruption of the Union, if Illinois was dependent upon the South and West for its commercial prosperity it would be inclined to join a southern confederacy; but if northern and eastern connections could be made, and immigrants from those sections be induced to settle the country, and made dependent upon a commerce by the great lakes, their interest might, in a time of emergency, so preponderate as to hold the State to her place in the Union; and this actually occurred. When the war of secession broke out, it was these fourteen northern counties with inhabitants mostly from the free States that, added to the loyal vote of the middle and southern counties, kept Illinois in the very front rank of loyal States, opposing all premature peace measures and furnishing more men for the prosecution of the war, in proportion to the population, than any other State; and but for whose influence Illinois would have ranked in this respect with Kentucky and Missouri.

It was to the wisdom and far-seeing statesmanship of Nathaniel Pope that Chicago and Nathaniel Pope. the nation are indebted for the transcendent results which followed his action in Congress as above indicated. And yet the people of the State never seem to have appreciated the value of his great services. When, in 1824, he offered himself as a candidate for United States senator he could only muster three votes in the general assembly. And in the great city which profited so much by his action neither avenue, park, nor other memorial bears his name.*

* Upon the expiration of his congressional duties Mr. Pope was appointed the first U. S. district judge for the southern district of Illinois, a position he filled with great ability and honor until his death, January 23, 1850, at the age of 66 years.

*Benton's Abridgement, Vol. VI., p. 173.

Without being able to rise to a comprehension of the conclusive reasons which influenced Congress in authorizing this change of boundary, and being actuated by motives of supposed temporary gain and personal ambition, a portion of the people of Wisconsin regarded it as a violation of the terms of the ordinance of 1787, and as a deprivation of the rights of the people of that territory without their consent, as required by the ordinance; and in 1842-3 a strong sentiment was created in some of the counties within the disputed lines in favor of being set off to Wisconsin. But, as remarked by Governor Ford,* the provisions of the ordinance were not violated, nor even strained, there being really nothing in that instrument requiring that the additional State should be formed of the territory north of an east and west line drawn through the southern bend of Lake Michigan; another State might be formed *in* that district of country, but not necessarily *of* it—that is, including the whole. The extending the limits of Illinois north of the disputed line did not preclude Congress from exercising the power of making a new State *in* the district north of it.

As to the point of changing the line without consulting the people affected thereby, outside of the few American citizens in Chicago there were not half a dozen settlers within the entire district in 1818. And to say that Congress could not exercise the power plainly granted by the ordinance without obtaining the consent of a few squatters on lands, the Indian title to which had not yet been extinguished, and which had been neither surveyed nor laid open to sale or entry, would have been the height of absurdity. Neither had the rights of those citizens who subsequently became residents of the disputed territory, or other portions of Michigan or Wisconsin, been at all invaded, as they had had their day in Congress through their representatives from their respective localities. Yet on these slender grounds James D. Doty, territorial governor of Wisconsin, sup-

ported by other leading officials, kept up a continual agitation of the subject for several years, dwelling upon it in his messages and issuing proclamations to the inhabitants of the disputed territory, which happily had as little effect as the Pope's bull against the comet. The question having been presented to Congress in 1848, when Wisconsin asked for admission to the Union as a State, the action of 1818 was confirmed, and the controversy finally set at rest.

The introduction of Illinois into the family of States, upon which event the future welfare of Chicago so much depended, did not seem to affect the settlers forming the little community around Fort Dearborn until 1823, when they had so far advanced as to be recognized by the authorities of Fulton county on the assumption of those responsible and essential duties pertaining to citizenship voting and taxpaying.

On September 2d of that year the county commissioners of Fulton county ordered an ^{First} election. ^{Election.} to choose a major and company officers—polls at Chicago to be opened at the house of John Kinzie—the first time the name appears, officially, in any county record. The returns of this election, if any was held, have disappeared.

The name Chicago appears again the following year on the records of the county commissioners of the same county ^{Taxes.} in an order releasing the sheriff, Abner Eads, from paying the taxes collected at Chicago by one Ransom, for the reason, probably, that he had failed to remit.*

Among the earliest records of Peoria county, the limits of which included Chicago ^{First} in 1825, was one showing the ap- ^{Officers.} pointment of John Kinzie as a justice of the peace, July 28—he being the first to hold that office. Billy Caldwell, (April 18, 1826), Alexander Wolcott and John B. Beaubien (December 26, 1827) were afterwards made justices.

A list of the tax-payers who resided in

* History of Illinois, 21.

*Wentworth's Early Incepts Chicago. Fergus' series. No. 8.

the vicinity of Fort Dearborn in 1825 embraces the following names, with ^{First} Taxpayers. the amount of taxes assessed against each; upon a valuation of one per cent: John B. Beaubien, \$10; Jonas Clybourn, \$6.25; John K. Clark, \$2.50; John Crafts, \$50; Jeremy Clairmont, \$1; Louis Coutra, \$.50; John Kinzie, \$.5; Claude Laframboise, \$1; Joseph Laframboise, \$.50; David McKee, \$1; Peter Piche, \$1; Alexander Robinson, \$2; Alexander Wolcott, \$5.72; Antoine Wilemet (Ouilmette), \$4.

John H. Fonda, of Prairie du Chien, who visited the place in 1825, stated that "at that time Chicago was merely an Indian agency, containing about fourteen houses, and not more than seventy-five or one hundred inhabitants at the most." It is a singular fact that the number of taxpayers above mentioned is just fourteen, corresponding with the number of houses as stated by Mr. Fonda. The names of those not heretofore mentioned as settlers and which are omitted from the tax list were doubtless those of employes of the American Fur Company, who were only at the settlement occasionally.

The first State election held in Chicago precinct, of Peoria county, was on August 7, 1826. ^{First State Election.} John Kinzie, John B. Beaubien and Billy Caldwell were judges of the election, and Archibald Clybourn and John K. Clark, clerks. Of the thirty-five voters twelve only were Americans. All the votes were cast for Ninian Edwards for governor, who was elected, and Daniel P. Cook, his son-in-law, for member of congress, who was defeated by Joseph Duncan.*

Of the American names not heretofore mentioned, Henry Kelley was a single man working for Samuel Miller. Cole Weeks was a discharged soldier, Joseph Anderson was a laborer without family. Martin Vansiele afterwards removed to Aurora. Edward G. Ament was probably not a permanent resident and is reported as having been subsequently a citizen of Kendall county. Of Samuel Johnson nothing appears to be known.

All the inhabitants of the primitive settlement of Chicago were either connected with the army at Fort Dearborn, with the Indian agency, or with the American or some other fur company, or were traders in furs on their own account, voyageurs and hunters.*

An event which occasioned no little excitement at Fort Dearborn and vicinity was the Winnebago disturbance near Winnebago War. Prairie du Chien, which occurred in July, 1827. Some neighboring tribes, notably that of Big Foot, whose headquarters were at Geneva Lake, were in sympathy with their Western brethren and more than half inclined to organize in their behalf. Mutterings of discontent were also heard among others. The arrival of General Cass at the fort, with the news of the outbreak, created a feeling of alarm. The garrison had been withdrawn since October, 1823, and it was only occupied by Indian Agent Wolcott and his assistants, the family of Russel E. Heacock and one other. Fearing an attack, which there was no adequate force to oppose, it was determined to dispatch Gurdon S. Hubbard, who was there at the time, in hot haste across the country to Danville, for assistance. His trip was a memorable one, not only on account of its extraordinary quickness, but also for its great success. The alarm was given *en route*, and on the seventh day after his departure he returned to Chicago with a force of one hundred and fifty volunteers, under the command of Cap-

*List of voters at the election of 1826:

August Bauny,	Claude Laframboise,
Martin Vansiele,	Henry Kelley,
Jere Clairmore,	Paul Jamboe,
Daniel Bourassea,	Peter Junio,
Jonas Clybourn,	Cole Weeks,
John Bap. Lafortune,	Edward G. Ament,
Antoine Ouilmette,	John Bap. Malast,
Samuel Johnson,	John B. Secor,
Joseph Pothier,	Joseph Catie,
Alex. Robinson,	Benjamin Russell,
John K. Clark,	Roslie Desplattes,
David McKee,	Francis Laframboise, Sr.,
Joseph Anderson,	Francis Laframboise, Jr.,
Joseph Pepot,	Joseph Laframboise,
John Bap. Beaubien,	Alexander Larant,
John Kinzie,	Francis Labucier,
Archibald Clybourn,	Peter Chavellie,
	Billy Caldwell.

tain Achilles Morgan. Within a few weeks the news came of the surrender of Red Bird, the leader of the hostiles, and the end of the so-called war, when the troops were disbanded and returned to their homes.

Too much praise cannot be given to Chief Sha-bo-nee, who had for years proved himself

Shabonee. to be the friend of the whites,

who on this occasion, as on others, wielded his decisive influence in favor of peace. He counseled against the union of the tribes to assist the Winnebagoes, and urged them to remain out of the quarrel, and it was largely due to his efforts that the Indians around the fort were kept quiet.*

To preserve the continuity of the record, for the benefit of those interested in this

Fort Dearborn Commanders. branch of history, the following brief statement of facts

in regard to Fort Dearborn is appended. The post was established, and first occupied in 1803-4, and abandoned with severe loss of life, as heretofore related, in 1812. It was rebuilt and re-occupied in July, 1816, with Captain Hezekiah Bradley commanding, and was continuously occupied until October, 1823, when the garrison was withdrawn.†

The Indian agents, in their chronological order, were as follows: Charles Jouett, from

Indian Agents. 1805 to 1811, and from 1816 to 1819; Alexander Wolcott, from 1820 until

his death in 1830. In connection with the fort the factory system of trading with the Indians

* This noted chief, whose village was in DeKalb county, removed west in 1835 with his tribe, but frequently returned home. He was deprived of his justly earned reservation by the U. S. Government. He died July 17, 1859, aged 84, and with his wife, daughter and grandchild was buried at Morris near his old home.

† Its commanders in the meantime were: Maj. D. Baker, succeeding Capt. Bradley in May, 1817, until June, 1820; Capt. Bradley again until January, 1821; Maj. Alexander Cummings to October, 1821; Lt.-Col. J. McNeal to July 1823; Capt. John Greene to October, 1823. It was again garrisoned October 2, 1828, Capt. John Fowle in command, who was succeeded by Lieut. David Hunter, December 14, 1830; and he by Maj. Wm. Whistler, June 17, 1832. After the Black Hawk war Capt. Fowle was again in command to June, 1833; Capt. D. Wilcox followed him from October 31st to December 18, 1833; Maj. George Bender from June 19 to October 31, 1833; Maj. John Green from December 18, 1833, to September 16, 1835; Capt. Wilcox again from September 16, 1835 to August 1, 1836; and Capt. Plympton from August 1st to May, 1837.

was adopted, by which it was intended to give them better treatment in dealing and trading than they had been receiving from private companies or individuals—and especially to influence them against trading for and using intoxicating liquors. Major Matthew Irwin, of Pennsylvania, was the factor before the massacre of 1812. After the fort was rebuilt that position was held by Jacob B. Varnum, of Massachusetts, but the system failed to work satisfactorily and the office of factorship was discontinued in 1821, A. B. Lindsay being sent here to wind up its affairs.

There was always strong competition between the American Fur Company and others engaged in the fur trade. When John Crafts established himself at the old Lee place, as manager for the firm of Conant & Mack, it was supposed, as he was directly on the highway of Indian travel, that he would be able to control most of the traffic. But this proved to be a mistake. The efforts of Col. John Beaubien, as agent of the American Fur Company at his place south of the fort, because of his better knowledge of the Indian character and personal acquaintance, was decidedly the most successful. So that Conant & Mack were glad to sell out to their rivals, the American Fur Company, which in 1822 purchased the Government factory building and placed Crafts in charge as their agent and Colonel Beaubien as sub-agent. Crafts, who died in 1826 was succeeded by John Kinzie. The factory house was subsequently purchased by Colonel J. B. Beaubien, who made it his dwelling until 1839.

The first school trustees for section 16, town 38, north, range 14 east, were Archibald Clybourn, Samuel Miller and John B. Beaubien, who were appointed Dec. 8, 1829.

The first ferry license was issued June 2, 1829, to Archibald Clybourn and Samuel Miller, authorizing them "to keep a ferry across the Chicago river, at the lower forks, near Wolf's Point,

First School Trustees.

First Ferry License.

crossing the river below the northeast branch, and to land on either side of both branches, to meet the convenience of persons wishing to cross." The tax was two dollars, and the rates established were as follows: For each foot passenger, 6½c; man and horse, 12½c; Dearborn sulky chair, with springs, 50c; one horse wagon, 25c; cattle or mules, 10c; hogs, 3c; merchandise per hundred weight, and grain per bushel, 6½c.

Licenses were also required to be taken out by tavern keepers, the first one of which in this locality was issued by the County Commissioners Court of Peoria County, Dec. 8, 1829, to Archibald Caldwell. The tax was eight dollars, and he was permitted to charge guests the following rates: For breakfast, dinner and supper, 25c; night's lodging, 12½c; horse feed, 12½c; half pint of wine, rum, or brandy, 25c; pint, 37½c; gill of whiskey, 6½c; half pint, 12½c; pint, 18½c.

The first child born upon the site of Chicago, of white parentage, was Ellen Marion Kinzie, daughter of John and Eleanor Kinzie, in December, 1804. Her marriage to Dr. Alexander Wolcott, July 20, 1823, as heretofore related, was the first event of that kind between white people at Chicago. Two children were born at Fort Dearborn to Mrs. and Lieut. William Whistler during this early period, namely, Merriweather L. in the fall of 1805 (who died at the age of seven) and John Harrison, October 7, 1807,

who died in Burlington, Kansas, October 23, 1873. Maria Kinzie, married to General David Hunter in 1830, was also born in Chicago in 1807, as was Robert A. Kinzie, February 10, 1810. A daughter to Gen. John McNeil was born here in 1816; Alex. Beaubien, Jan. 28, 1822; Levi Reed, October, 1827; and a daughter to Russel E. Heacock in 1828.*

Other marriages were celebrated in the neighborhood as follows: October 3, 1823, John Ferril to Ann Griffin; July 29, 1826, Samuel Miller to Elizabeth Kinzie; September 28, 1826, Alexander Robinson to Catharine Chevalier; May 8, 1828, Joseph Bauskey to the widow Deborah (Scott) Watkins.

The most striking figures, and indeed the connecting links between this log-cabin age, as it may be well called, for there were no other houses here, and the Chicago of to-day were the Kinzies and Beaubiens—the latter representing the last of the French occupation and their alliance, by treaty and intermarriage, with the Indians, and the former, that sturdy race of Anglo-Saxon pioneers, who laid deep the foundations of trade and left their impress of permanence and progress upon the community, honored by their residence.*

* Hurlbut's Chicago Antiquities, pp. 37-8.

* The subjoined list of actual settlers prior to 1830 contains the names of all those who are known to have had a residence at the settlement, nearly all of whom paid taxes in 1825, and voted in 1826. The name of Gurdon S. Hubbard is not included, for the reason that although he spent a large portion of his time here he did not take up a permanent residence until 1832.

LIST OF ACTUAL SETTLERS AT CHICAGO, PRIOR TO 1830.

NAME.	NATIVITY.	YEAR.	REMARKS.
Ament, Edward G.		1826	Voted
Anderson, Joseph		1825	Paid taxes in 1825 and voted in 1826
Beaubien, Jean Baptist	Michigan	1812	Paid taxes in 1825, voted in 1826 and 1830
Beaubien, Mark	"	1826	Voted in 1830, died April 11, 1881
Beaubien, Medore Benj	Chicago		Voted in 1830
Caldwell, Billy	Michigan	1820	Paid taxes in 1825, voted in 1826
Caldwell, Archibald	Va	1827	1st tavern 1829
Clark, John K.	Ind	1817	Paid taxes in 1825, voted in 1826
Clybourn, Archibald	Va	1823	" " " " "
Clybourn, Henley	"	1844	" " " " "
Clybourn, Jonas	"	1824	" " " " "
Crafts, John	"	1817	" " " " "
Galloway, James	Ohio	1824	Voted in 1830
Heacock, Russel E.	"	1827	Voted in 1830, died at Summit, 1849

NAME.	NATIVITY.	YEAR.	REMARKS.
Jouett, Charles.....	.....	1805.....	1st Indian Agt., left in 1881
Kinzie, John.....	Quebec.....	1804.....	Paid taxes in 1825, voted in 1826, died 1828
Kinzie, John H.....	Canada.....	1804.....	Born July 7, 1803, died Jan. 21, 1865
Kinzie, James.....	Detroit.....	1824.....	Voted in 1830, born, April 21, 1793, died Jan. 3, 1886
Kelly, Henry.....	.....	1826.....	..... Laborer
Laframboise, Henry, Sr.....	Halfbreed.....	1824.....	..... Voted
Laframboise, Henry, Jr.....	".....	.....	.....
Laframboise Claude.....	".....	.....	.....
Laframboise, Joseph.....	".....	.....	.....
Laughton, Barney H.....	New England.....	1827.....	.....
McKee, David.....	Va.....	1823.....	Paid taxes in 1825, voted in 1826
Miller, Samuel.....	.....	1827.....	..... Voted in 1830
Oulmette, Antoine.....	Halfbreed.....	1812.....	Paid taxes in 1825, voted in 1826
Pothier, Joseph.....	French.....	1823.....	..... Voted in 1826
Robinson, Alex.....	Indian Chief.....	1814.....	Paid taxes in 1825, voted in 1826 and 1830
Scott, Stephen.....	Conn.....	1826.....	..... Voted in 1830, died in 1852
Scott, Willard.....	".....	1826.....	..... Voted in 1826 and 1830
Scott, Willis.....	".....	1826.....	.....
See, William.....	Va.....	1823.....	..... Voted in 1826 and 1830
Wolcott, Alex.....	Pa.....	1820.....	Paid taxes in 1825, voted in 1826 and 1830
Walker, Rev. Jessa.....	Va.....	1826.....	.....
Welch, Michael.....	Ire.....	1829.....	.....

NOTE.—The late John L. Wilson (of the *Evening Journal*) left behind him a package of original memoranda relating to the history of Chicago, of very considerable value. Among the papers are several sheets relating to the climate, in which, from his own experience, and extracts from the *Journal* and other papers, he gives his "weather notes, 1830 to 1880, 50 years." From these (now filed at the rooms of the Chicago Historical Society) and other sources, the following record is made up :

Chicago weather—1830 to 1880.

1830-1. Winter of the deep snow—very cold, snow four feet on the level, and for three weeks thermometer 15° below.

1833-4. Mild autumn—cold winter, as low as 29 below.

1834-5. Open winter, little snow, front doors open all winter, cattle lived on grass on river bank.

1835 to '40. Regular weather, pleasant winters—a few cold days in 1836—fields covered with plenty, no failures of crops known; fruit abundant; peaches fine.

1840-1. Great snow storms in January, '40—very cold February. Thermometer 29° below the seventh. Sleighing in May.

1842-3. One of the coldest winters ever known—snow fell three feet deep in November, 1½ feet in December. Sleighing good to Fox Lake, May 1, '43; thermometer averaged 20° below all through March—coldest winter since 1788. Many cattle perished.

1844. January 1st, warm, pleasant October day. This was known as the Wet Year—rivers flooded.

1847. Mild, steamboats ran on the Illinois river to La Salle every month in the year.

1849. Very hot summer—cholera raged in Chicago and other cities.

1851. Cold spring and very wet, raining incessantly from February to April, great floods.

1851-2. Winter mild and open, with a few days of severe cold, April 2d, heavy snow storms—backward spring, summer, dry and hot.

1852-3. Open winter with heavy rains—spring early—hot summer.

1853-4. Cold and very dry—ice formed 24 inches thick—spring mild and early.

1854-5. Deep snows after January, and one of the coldest winters ever known—snow storm lasted 36 hours with gale—railroads blocked—Illinois legislature snowed in while returning from a visit to Chicago. Spring early, summer warm, crops fine.

1855-6. Another cold winter—Mississippi river crossed in sleighs from November to April—steady sleighing all winter—fruit trees killed.

1856-7. Very cold till February. Thermometer 28° below—big thaw and rains in February and then again very cold—backward spring, wet summer, immense crops.

1857-8. Cold weather and snow till November 28th, then warm and wet till February 15th, followed by snow and cold till March 15th. Rain set in April 18th, and continued sixty consecutive days—country inundated—June 18th, came off hot and dry—fall wet and mild.

1858-9. Wet and mild. Killing frost June 4th—another in September.

1859-60. Good sleighing all winter—intensely cold December 26th to January 10th. Spring dry and warm—largest corn crop ever known.

1860-1. Six weeks good sleighing, and cold till March 1st. Wet and backward spring; fall mild and pleasant.

1861-2. Snow and cold till February 1st, then rain to 10th, then snow till March 18th. Cold spring. Floods in summer.

1862-3. One of the mildest winters ever known. Spring dry and cold—summer cold—killing frost August 28th—frost in every summer month.

1863-4. December 30th, severest snow storm on record—mercury 34 below. Very cold winter.

1864-5. Cold and snowy; January 1st, '64, thermometer 30° below, and business mostly suspended for a week. Thermometer 10° below March 7-10th. Wet summer.

1865-6. Cold spells in January and March, otherwise open. Wet spring, hot summer.

1866-7. Mild till January, then cold till February. Spring late and wet—hot summer and dry.

1867-8. Clear, cold and dry winter—spring earliest for several years, beginning with a warm March. Summer hot and showery.

1868-9. Cold from November 20th till January 10th, then mild till February, followed by cold spell.

1869-70. Average cold—Warm, hot and dry summer—hottest for several years.

1870-1. Steady cold winter—great sleet storm in January—early spring. Excessively dry summer, followed by Great Fire, October 9th.

1871-2. Dry, cold—early spring—warm summer.

1872-3. Severe winter, lasting till April—heavy snows and extremely cold in December and January—cold summer.

1873-4. Dry and mild—ice only eight inches—early spring.

1874-5. Dry and cold—snow in November—frost in May.

1875-6. Very wet and mild, except three weeks of cold in January—ice only eight inches—spring late and wet. Summer wet to July.

1876-7. Three months' sleighing—cold till March—spring backward—July and August very hot.

1877-8. Winter of deep mud—extremely mild, about like April—early spring.

1878-9. Cold and snowy December 1st till January 6th; then bright, mild and dry.

1879-80. Very open and mild—farmers plowed in January as it was too dry in the fall, February dry and dusty—street sprinklers out 12th.

1880-1. Coldest November since the organization of the signal weather service—very cold winter all over the country.

1883-4. Cold and snow.

1884-5. Severely cold.

1888-9. Mild, but little snow. . 1890 the hot summer, ten days of scorching weather latter part of June, thermometer generally 88 to 90 in the shade and reaching one day 100.

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P. F. W. Peck

CHAPTER VI.

FROM VILLAGE TO CITY—1830 TO 1837—THE BALLOON AGE.

CHICAGO is indebted for its unprecedented growth, which has given it the second rank among the cities of the United States, chiefly to its geographical situation and the physical conformation of the country tributary to it. Because it was low and flat and its insignificant arm of Lake Michigan reached through outlying swamps to within four miles of the river Desplaines, a branch of the Illinois, and in the wet seasons was entirely covered with water, the idea occurred to early explorers, notably to Joliet in 1673, that a union of the waters of Lake Michigan, formerly called the Lake of Illinois, with those of the Gulf of Mexico, by the way of the Mississippi river might be effected by a canal. The attention of Congress was first directed towards the practicability and importance of such an improvement in 1808, through an able report on rivers and canals by Albert Gallatin, then Secretary of the Treasury. The discussion of the subject had so far favorably progressed in 1816 that the treaty made at St. Louis that year between United States Commissioners, Governors Edwards of Illinois, Clark of Missouri and Col. A. Chouteau, with the Pottawattamie, Ottawa and Chippewa tribes of Indians, with a view to the ultimate construction of such a work, that a cession of a tract of land between the Illinois river and Lake Michigan, was secured on a proposed route ten miles wide from Lake Michigan to the Illinois river.

In a report submitted to Congress January 19, 1819, John C. Calhoun, Secretary of War, favorably mentioned the construction of a canal "from the Illinois river to Lake

Michigan;" and in the following December he transmitted to that body the report of Major Stephen H. Long, of the corps of topographical engineers, as well as one made by Richard Graham and Joseph Phillips (the latter of whom was afterwards chief justice of the supreme court of Illinois), in both of which documents the practicability and importance of the improvement were warmly commended. Strong arguments in favor of such a work were advanced by Professor Lewis C. Beck in his valuable "Gazetteer of Illinois and Missouri," published in 1823, among which was a comparative estimate of the time involved and expense incurred in transporting a ton of freight from St. Louis to New York by the way of New Orleans, as contrasted with the route through the Erie and proposed Illinois canals and the lakes. His figures demonstrated the fact that the latter route was not only the cheaper, but also decidedly the more expeditious. He showed the cost by the former route to be \$45 per ton going, and \$80 per ton on the return cargo, while the time consumed in going was forty days, and in returning, one hundred and five days. By the way of the canals and lakes, he estimated the cost going east at \$40 and the same amount returning; while the time consumed, he thought, would be seventy-eight days each way—that is, three days going from St. Louis to La Salle, three days through the canal, ten days from Chicago to Buffalo, and twelve days from Buffalo to New York.

Congress, by act of March 30, 1822, authorized the State of Illinois "to survey and mark through the public lands the route of a canal to connect the Illinois river with

Lake Michigan," ceding ninety feet on each side of the canal to the State for that purpose; thus taking the first step to give force to the suggestion of Judge Pope in regard to the importance of such a work, as one of the reasons for changing the boundary of the State as at first proposed. In pursuance of the power thus granted the legislature of 1823 passed a law providing for the appointment of commissioners "to consider, devise, and adopt such means as may be required to effect the communication by canal and locks between the navigable waters of the Illinois river and Lake Michigan," and appropriated six thousand dollars, a large sum at that time, to defray the expenses of the commission. The commissioners appointed were Emanuel J. West, Erastus Brown, Theophilus W. Smith, Thomas Sloo, Jr., and Samuel Alexander. Rene Paul and Justin Post, the engineers employed to make a survey of the work, reported that the cost of construction would not exceed \$700,000. This favorable report led to the passage of a law by the next general assembly (1825) incorporating the "Illinois and Michigan Canal Association with a capital of one million dollars," by the terms of which it was provided that "all cessions, grants and transfers made or that may be hereafter made by the Government of the United States for the purpose of promoting the completion of the canal shall pass to and vest in said corporation." Through the influence of Congressman Daniel P. Cook, at that time the only representative from Illinois, who had secured a favorable report on a bill making a donation of land to the State for the purpose of constructing the canal, and who feared that the bill might be defeated when it was seen that the grant would inure to the benefit of a private corporation, the charter was surrendered and the section repealed.

At the session of 1827 (March 2d) Mr. Cook, with the aid and co-operation of Senators E. K. Kane and Jesse B. Thomas, was enabled to see his bill become a law, by which

there were granted to the State of Illinois "for the purpose of aiding her in opening a canal to connect the waters of the Illinois river with those of Lake Michigan," the alternate sections of the public lands on each side of the canal for five miles in width along its entire route—the number of acres, as subsequently ascertained, being 290,915.*

By act of the general assembly of 1839 (January 22), the grant of land to the State was accepted, and provision was made for the appointment of three commissioners to make a selection of the lands and to sell the same, and to lay out towns and dispose of the lots. They were authorized to fix the route of the canal, to employ the necessary engineers and agents for surveys, and to commence the work of construction as soon as they could command sufficient funds and should deem it expedient.

The commissioners appointed were Edmund Roberts, Greshom Jayne and Charles Dunn. The lands selected by them were approved by President Andrew Jackson March 5 and May 21, 1830.

Naturally, the first problem which confronted the commissioners was the raising of funds. The most obvious method Plat of Chicago. was the sale of the public lands which had been granted in aid of the project. To dispose of such lands to the best advantage, it was deemed most expedient to survey and lay out towns, town lots commanding better prices proportionately than farming land. Acting upon this theory, they caused to be platted (among others) the original town of Chicago, which was laid out on the south half of section nine, township thirty-nine, north of range fourteen west of the third principal meridian, and platted by surveyor James Thompson, August 4, 1830. The town embraced an area of three-eighths of a square mile, and was bounded on the east by State street, on the north by Kinzie street, on the

* Condensed from Moses' "Illinois, Historical and Statistical," I, 463.

west by Desplaines street, and on the south by Madison street.

The streets were eighty feet wide, laid out at right angles, running toward the four points of the compass, except when a variation was rendered necessary by the bend of the river.

The first sale of lots was made on September 27, 1830, by the commissioners, at which

First Sale time one hundred and thirty-
of Lots. two lots were disposed of at an average price of \$34—the terms of the sale being “cash in hand.” The lot which brought the highest price was lot 4 in block 29, sold to E. Roberts and Pierre Menard, Jr. for \$100, lots 1 and 2 having been bid off by Alexander Robinson for \$67 and \$71 respectively. They were on West Water street, between Randolph and Lake. Charles Dunn paid \$73 for lot 1 in block 16, on the corner of State and South Water streets. The lots which commanded the next highest prices were Nos. 8 in block 4 (\$16) and 5 in block 5 (\$10), purchased by Amos Foster, and 7 in block 8 (\$11), by Clark Hollenbeck. There were but thirty-six purchasers, and only ten lots were sold south of Randolph street, they being in blocks 43 and 44. A complete list of the lots sold, with the price paid and name of purchaser, is herewith appended :

A list of the purchasers of town lots at the first sale thereof in Chicago, with the prices paid therefor; on September 27, 1830.

DESCRIPTION.	PRICE.	NAME OF PURCHASER.
LOTS	BLOCK.	
1 to 8	1	\$685.....Alexander Wolcott.
1	2	60.....John S. Wilburn.
2	2	37.....John Kinzie.
5	2	18.....James Kinzie.
6, 7, 8,	2	58.....James Kinzie.
2, 3, 4, 5, 6, 7,	3	121.....Amos Foster.
1	4	40.....Amos Foster.
5	4	.....Donated for Pub. School.
7	4	30.....David McKee.
8	4	16.....Amos Foster.
1	5	31.....David McKee.
2	5	20.....John Kinzie.
3	5	22.....Amos Foster.
4	5	32.....Arch Clybourn.
5	5	10.....Arch Clybourn.
6	5	8.....Amos Foster.
7, 8,	5	18.....John Kinzie.
5	6	24.....Amos Foster.
3, 4,	8	24.....Amos Foster.
5, 6,	8	47.....Edward Keyes.
7	8	11.....Clark Hollenbeck.
4	10	20.....James Walker.

5-6	13	\$ 28.....Amos Foster.
8	13	20.....Amos Foster.
1, 2	14	54.....John Wellmaker.
7, 8	14	40.....John Wellmaker.
3, 4, 5, 6,	14	110.....Samuel Miller.
3, 4	15	37.....Amos Foster.
1	16	75.....Charles Dunn.
7	16	30.....J. B. Beaubien.
1, 2	17	100.....“ “
7, 8	17	65.....“ “
1	18	53.....“ “
1	18	24.....Jona Pugh.
2	18	45.....Edmund Roberts.
7	18	20.....Amos Foster.
8	18	25.....Geo. Miller.
1, 2	19	75.....G. S. Hubbard.
3	19	.....Cook Co.
4	19	36.....James Walker.
7, 8	19	48.....G. S. Hubbard.
1	20	51.....Thomas Hartzell.
2	20	42.....Thomas Ryan.
3	20	.....Cook Co.
7	20	27.....Paul Kingston.
8	20	22.....John Kinzie.
1-2	21	38.....John S. C. Hogan.
5, 6	21	78.....“ “
2, 3, 5, 6, 7, 8	22	277.....James Kinzie.
1, 2	23	52.....Amos Foster.
3, 4, 5, 6,	23	80.....William Lee.
3, 4,	28	29.....Amos Foster.
5, 6	28	21.....Wm. Jewett.
9	28	31.....Edward Keys.
10	28	67.....Arch'd Clybourn.
1	29	67.....Alex. Robinson.
2	29	71.....“ “
4	29	100.....E. Roberts & P. Menard, Jr.
5-6	29	109.....Wm. Belcher.
7-8	29	99.....Thos. Hartzell.
9-10	29	156.....Paul Kingston.
3	31	42.....Mark Beaubien.
4	31	60.....“ “
5-6	31	101.....Clement A. Finley.
3	32	11.....Amos Foster.
4	32	15.....Paul Kingston.
5-6	32	32.....John Kinzie.
5	33	21.....John Evans.
45	34	48.....Wilson A. Bell.
3	35	23.....Robert Kinzie.
4	35	26.....John S. Pilburn.
5	35	35.....Robert Kinzie.
6	35	25.....J. B. Beaubien.
3-4	36	73.....“ “
5-6	36	63.....Geo. Miller.
39	39	.....Public Square.
7 to 8	43	53.....Stephen Mack.
1	44	73.....Lyon Bourrissa.
2	44	41.....Lyon Bourrissa.
3	44	16.....John Evans.
5	44	33.....James Kinzie.
7	44	13.....Clark Hollenbeck.
8	44	32.....James Kinzie.
9	44	50.....Jedediah Wooley, Jr.
10	44	23.....Clark Hollenbeck.

The selection of Chicago, at the eastern end of the canal, as the first town to be platted was due in part to the sagacious foresight of Governor Ninian Edwards, in part to the sound judgment of the commissioners

themselves, and in part to a general popular demand. Its superior advantages as a halting place for commerce had long before been pointed out, as had also the fact that it might, in the future, become a great city. Even Major Long, whose views in regard to Chicago were as pessimistic as they were pronounced, felt compelled to admit that "it is not impossible that at some distant day, when the banks of the Illinois shall have been covered with a dense population, and when the low prairies which extend between that river and Fort Wayne shall have acquired a population proportionate to the produce which they can yield, Chicago may become one of the points in the direct line of communication between the northern lakes and the Mississippi."

The State of Illinois had been a member of the Federal Union only twelve years; and although her population had increased during the last decade two hundred per cent. (having risen from 55,000 in 1820 to 157,000 in 1830), the country districts had gained in a ratio far exceeding the towns. Vandalia, the capital, could only boast of a population of five hundred. Belleville could count the same number; Shawneetown claimed six hundred, Jacksonville seven hundred and fifty, and Springfield nine hundred. There was no town between Chicago and Peoria, and the first settlement toward the west was Galena, two hundred miles distant. The latter town, at that time only three years old, enjoyed the reputation of being the largest and most enterprising village in the State, its prosperity being largely due to its lead mines.

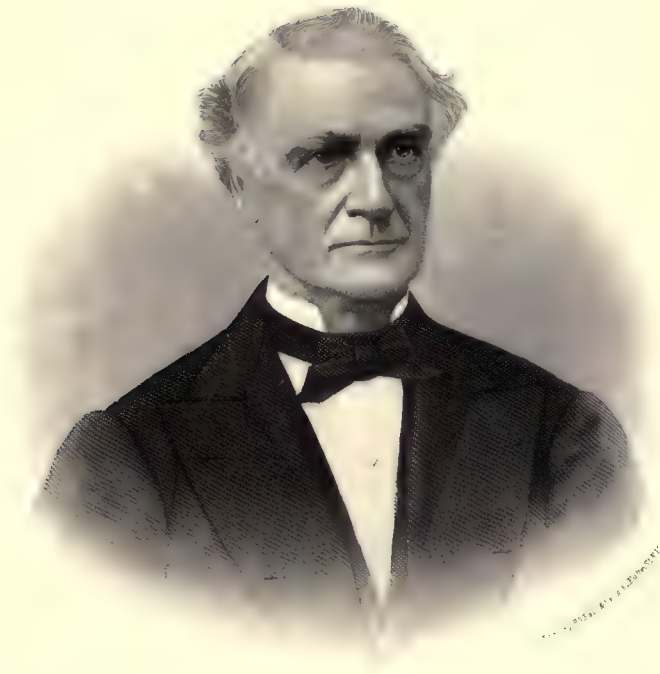
Thus far the commissioners had every reason to congratulate themselves upon the success which had crowned their initiatory efforts. But difficulties as serious as they were unforeseen very soon presented themselves. Before a commencement could be made on the proposed canal it was found necessary to revise the surveys and estimates of former engineers, when the fact was developed that the

cost had been greatly underestimated. The rose-colored views of the first engineers, early explorers and casual travelers, that the work could be constructed at a comparatively trifling expense, were shown to have been erroneous. Questions of feeders and water supplies arose, and the fact appeared that extensive beds of rock existed, which had been strangely overlooked in former surveys, but which nevertheless were in the way, and must be removed at great expense.

When these facts were reported to the legislature of 1831, the members hesitated in regard to the proper course to be adopted. It was finally determined to pass an amendatory act, providing that there should be no further sales of canal lands by private entry, empowering the commissioners to improve the mouth of Fox river, and directing them to cause their engineers to ascertain "whether the Calumet would be a sufficient feeder for the part of the canal between the Chicago and Desplaines rivers, or whether the construction of a railroad is not preferable, or will be of more public utility than a canal." If the commissioners should decide in favor of the canal it was made their duty to commence excavating without delay, but if not, all further proceedings in relation to that work and sales of land should be deferred until the next meeting of the legislature.

In the exercise of the quasi-judicial functions with which they were thus vested, the commissioners decided that a railroad would be preferable to a canal. In reaching this conclusion they were largely influenced by the report of Mr. James M. Bucklin, the engineer who estimated the cost of the waterway at \$4,000,000, a sum double that of any former estimate. Upon receiving the commissioners' report the General Assembly of 1833 passed an act legislating the canal commission out of office and directing it to pay over all public moneys in its possession into the State treasury. The attorney-general and auditor were ordered to wind up the affairs of the Board. This act

Canal or
Railroad.



Phil Carpenter

THE HISTORY
OF THE

was chiefly remarkable because of its omissions. Although the Act of Congress of March 2, 1833, had expressly provided that the lands donated might be used to aid in the construction of a railroad, the Solons at Vandalia made no provision to utilize them for that purpose. And thus, before the new town of Chicago may be said to have fairly made a start, the high hopes of benefit from the great improvement of which it was the outgrowth, or of any connecting communication between the northern Lakes and the Mississippi river were, for the time being, extinguished. But the early settlers, who had been attracted to the future western metropolis by apparently glowing prospects, were men of sturdy frame, broad sense and indomitable resolve, and, as will be seen further on, they were not to be either deterred or discouraged by seeming failure.

Chicago is described by Beck, in his *Gazetteer* of 1823, as "a village in Pike county, containing twelve or fifteen houses and about sixty or seventy inhabitants." When the town was laid out in 1830 it belonged to Peoria county, and its population had not materially increased. It could boast of neither church, school-house, post-office, harbor, roads, nor bridge across the river. The greater proportion of its eighteen log houses, exclusive of those within the fort, were on the north and west sides, there being but one cabin in the section now known as the south division between "The Point" and Fort Dearborn. The nearest settlement of "white folks" was at Naperville, twenty-nine miles away.

Three occasions were offered the voters of Chicago to exercise the right of suffrage in 1830; the regular August election, and two special elections for justices of the peace, one of the latter of which was held on July 24th and the other on November 25th of that year. At the regular election only thirty-two votes were cast, or three less than in 1826, the poll list including only six of those who had voted four years before. Personal feeling ran high at

the first special election, and 55 ballots were polled, distributed among the various candidates for justice of the peace as follows: John S. C. Hogan, a comparatively recent resident, 33; Archibald Clybourn, 22. At the second special election, in the result of which there was apparently not so much interest taken, only 26 ballots were cast, of which Stephen Forbes received 18 and William See 8.* The regular August election was held at the house of James Kinzie on the west side, the judges being Russel E. Heacock, John B. Beaubien and James Kinzie, and the clerks Medore B. Beaubien and Rev. Jesse Walker. At this election John Reynolds received 22 votes for governor and William Kinney 10 votes. At the first special election the officers were: Judges, Alexander Wolcott, James Kinzie, and J. B. Beaubien; clerks, Medore B. Beaubien and Billy Caldwell. At the second special election James

* The following is a list of all the voters at these elections:

LIST OF VOTERS IN 1830.

Thomas Ayers,	Joseph Laframboise,
Gabriel Acay,	B. H. Laughton,
John B. Beaubien,	Peresh Leclerc,
Medore B. Beaubien,	Samuel Littleton,
Mark Beaubien,	Jean B. Laducier,
Augustus Bannot,	John Mann,
James Brown,	Samuel Miller,
Lewis Blow,	David McKee,
Jonathan N. Bailey,	Stephen Mack,
Leon Bourrasse,	Alexander McDale,
John B. Bradain,	Horace Miner,
Joseph Bauskey,	Peter Muller,
Billy Caldwell,	Laurant Martin,
Jonas Clybourn,	Antoine Ouilmette,
Archibald Clybourn,	Joseph Pothier,
John K. Clark,	Joseph Papan,
John B. Chavellea,	Alexander Robinson,
John L. Davis,	Russell Rose,
Simon Debigie,	Stephen J. Scott,
James Engle,	William See,
Stephen Forbes,	John B. Secor,
Peter Frique,	Williard Scott,
A. Foster,	Matthias Smith,
James Garow,	Horatio G. Smith,
James Galloway,	John Shedaker,
Louis Gauday,	Joseph Thibaut,
David Hunter,	Jean B. Tombien,
Russell E. Heacock,	Enoch Thompson,
John S. C. Hogan,	John Van Horn,
William Jewett,	David Van Eaton,
John Joyal,	David Van Stow,
James Kinzie,	Jesse Walker,
Henry Kelly,	Michael Welsh,
Alexander Wolcott,	Peter Wycoff,
John Wellmaker,	George I. Wentworth.

Kinzie, J. B. Beaubien, and Archibald Clybourn served their fellow citizens as judges, while Russel E. Heacock and Stephen J. Scott officiated as clerks. The precinct included a large portion of what subsequently became Cook county, and among the voters there were undoubtedly several who resided some distance out of town.

The inconvenience of being a hundred and fifty miles from the county seat, no less than the expensive delays required in communicating with it, very soon suggested to the inhabitants of the new town the importance of having a county seat of their own nearer at hand. And in response to this demand the general assembly of 1831 enacted a law, approved January 15th, creating and fixing the boundaries of a new county, which, by way of conferring deserved honor upon Illinois' distinguished representative in Congress, was named Cook.*

As originally laid out, Cook included the existing counties of Cook, Lake, Will, Mc-
Cook County
Established.
 Henry, and Du Page. The county seat was "permanently established" at Chicago, and the county was duly organized by the first commissioners, namely, James Walker, Samuel Miller, and Gholson Kercheval, on March 8, 1831.

The officers appointed were, William See, county clerk; Archibald Clybourn, treasurer; and Jedediah Wooley recommended to the governor for county surveyor. Three voting precincts were established, and grand and petit jurors selected. At the next meeting of the board in April a tax of one-half of one per cent. was levied for county purposes on the valuation of town lots, carriages, distilleries, horses, mules, neat cattle, and clocks and watches. Tavern licenses were granted to Elijah Wentworth for \$7, and to Samuel Miller for \$5, and to Russel E. Heacock "at his residence," which was on the South Branch, at a place designated as "Heacock's Point." Licenses

to sell merchandise were also issued to Robert A. Kinzie, Samuel Miller and B. H. Laughton; and as an auctioneer, to James Kinzie. A public ferry was established across the Chicago river at the forks, over which, it was provided, the people of the county should be crossed free, all others to be charged "schedule rates." Mark Beaubien was the first duly appointed ferryman. The record shows that merchants' licenses were also issued to Alexander Robinson, John B. Beaubien, Medore B. Beaubien, Mark Beaubien, Oliver Newberry, Joseph Laframboise, Brewster, Hogan & Co., Peck, Walker & Co., Joseph Naper, and Nicholas Boilvin.

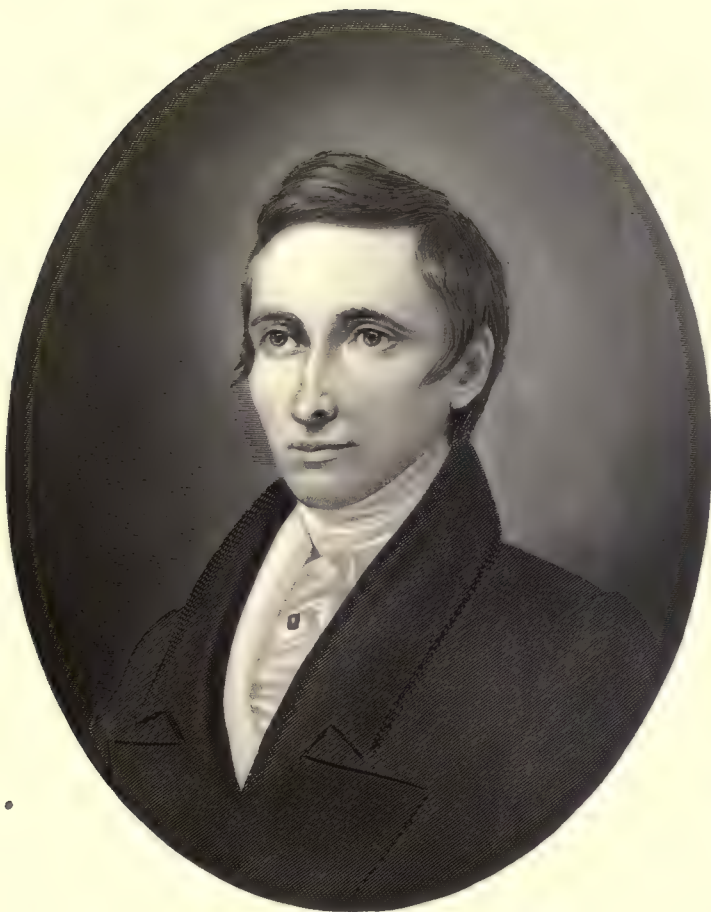
Two county roads were established at the June term of the court; one of which was to run from Chicago to the house of James Walker on DuPage river; and the other to the house of the "widow Brown, on Hickory Creek."

The law creating the county provided that the public buildings should be located on the "public square as laid off by the canal commissioners" which square on the original plat was known as block thirty-nine. The same act also authorized the county commissioners to sell the sixteen other lots set apart for the purpose of aiding the county in the construction of public buildings. The sale was made by James Kinzie, auctioneer, in July, the proceeds amounting to \$1,153.75.

In the spring of 1831 the Post-office department extended its facilities to the inhabitants of the town, by establishing a Post-office, and by March 31st Jonathan N. Bailey was made first postmaster. He opened the office in the old Kinzie residence. The mail was received twice a week, coming through Niles, Michigan, the nearest distributing office, there being no other mail route in northern Illinois nearer than that leading from Peoria to Galena. The mail was carried to Niles by stage from Detroit, to which point it came from Cleveland, Ohio.*

*The valuable services rendered by Hon. D. P. Cook, in reference to the grant of canal lands to the State, have already been noticed.

*Farmer's history of Detroit and Michigan, 879-80.



your friend &c
Wm L Cook

It required, even down to 1837, fourteen days for a letter to come from New York or Washington to Detroit; the stage time from the latter point to Chicago was five days, more or less, being largely a matter of adventurous circumstance.

The troops composing the garrison of Fort Dearborn were transferred in June, 1831, to Green Bay, and the Government property was left in charge of the lately appointed Indian Agent, Colonel Thomas J. V. Owen, assisted by his brother-in-law, Gholson Kercheval.

The growth of the incipient metropolis was not encouraging the first year; the new arrival of settlers, important though they were, being less than a dozen families. Among them were Richard J. Hamilton from Kentucky, George W. Dole, from New York; Philip F. W. Peck, Rhode Island, who brought with him a stock of goods; Mark Noble, John Noble, England; R. N. Murry, Dr. Elijah D. Harmon, Vermont; Rev. Stephen R. Beggs, Virginia, and Jasper W. Pool.

Three vessels cast their anchors off the point, the "Telegraph," the "Marengo" and the "Napoleon"—the latter being subsequently employed in the removal of the troops from Fort Dearborn.

Although nearly all of the new immigration occurred prior to October, the old buildings, including those at the Fort, were utilized for dwellings—no new ones having been constructed this year (1831). It is said that a large number of immigrants, estimated as high as four hundred, mostly intending to proceed farther West, temporarily stopped at the fort and adjacent buildings during the fall and winter.

Manufacturing establishments were but few, the only record of any besides that of the blacksmith shop, which was the nucleus of the present Chicago iron trade, as related elsewhere, being that of the tannery of John Miller, which was carried on in a frame building just north of the tavern of his brother, Samuel Miller.

There is also extant the record of the organization of a debating society in the village, of which Col. J. B. Beaubien was president and at which, no doubt, were discussed the possibility and transcendent importance of connecting the Lakes with the Western rivers and the Gulf by a waterway.

The first Protestant church organization was effected in June of this year (1831) by Rev. Stephen R. Beggs, a preacher of the Methodist Episcopal church; a class of ten members being formed. Mr. Beggs was succeeded the following year by Rev. Jesse Walker, who occupied a log house situated on lot 7, block 8 (on the West side), which was afterwards used as a school-house, but which at this time served the purpose of "a parsonage, parlor, kitchen and audience-room."*

Chicago's largest and most noted among its early hotels was erected this year—the "Sauganash," by Mark Beaubien, which for many years was the most attractive hostelry the city possessed, and its genial landlord, with his merry fiddle, the most popular of hosts. It was located on the southeast corner of Lake and Market streets. It was destroyed by fire March 4, 1851.

The most noteworthy event in the second year of the town's existence, and one which seriously interfered with its growth for the time being, was the Indian disturbance, dignified by the name of the Black Hawk War. Although the scene of hostilities was over a hundred miles distant, the equanimity of the inhabitants, who remembered the sanguinary outbreak of August, 1812, was greatly disturbed. As tidings of Stillman's defeat, and the massacre on Indian Creek were received the excitement became more and more intense. The panic-stricken inhabitants fled for safety from Naperville and the surrounding country to Fort Dearborn, which was soon filled to overflowing with over four hundred anxious fugitives.

Had the attempt of Black Hawk to enlist

*" West and Northwest," by S. R. Beggs; p. 95.

the aid of the Pottawattomie and allied tribes been successful, the situation would indeed have been alarming; but this, thanks to the influence and counteracting efforts of Billy Caldwell (able and eloquently supported as he was by Indian Agent Col. Owen), had proved fruitless.

So far from the latter tribes joining hands with the old chief for the massacre of the white settlers, they rendered effective service against their copper-colored brethren as scouts and spies.

In the meantime the patriotism of the few inhabitants of Chicago and vicinity had been fully aroused, and with equal promptitude and courage the settlers responded to the call for troops. A company of thirty-eight home guards was organized on May 2d, commanded by Captain Gholson Kercheval and Lieutenants George W. Dole and John S. C. Hogan. Although this company did not go into the field as an organization, nearly all its members subsequently formed another company officered by Captain Jesse B. Brown and Lieutenant Richard J. Hamilton, which acted as an escort to the heads of families in the Naper settlement, when they soon after returned to their homes.* Robert Kinzie also, it is stated, organized a company, composed chiefly of Pottawattamies, who rendered valuable aid as scouts. Col. J. B. Beaubien, headed a force of some twenty-five whites who did duty about Plainfield and Ottawa, and gave an excellent account of the manner in which protection was thus afforded to settlers. Neither of these companies was formally mustered into the regular service, and no lists of their members have been preserved.

Two companies composing the Odd Bat-

talion of Major N. Buckmaster was sworn into the service from Cook county. One of these, commanded by Captain Holden Seission, was composed of volunteers who lived near Joliet; and the other, commanded by Captain Joseph Naper, and of which Alanson Sweet, of Chicago, was first lieutenant, only contained two other volunteers known to Chicago at the time, namely P. F. W. Peck, and Willard Scott. Both of these companies were organized for temporary service by advice of Gen. Scott, "for protection of the frontier of Cook county," July 19-22 and discharged August 15, 1832. The name of Gurdon S. Hubbard was enrolled as second lieutenant of Captain Alex. Bailey's company of Col. J. R. Moore's regiment.

The muster rolls of two other companies embracing names from Chicago and Cook county have been filed among the archives of the Chicago Historical Society, which do not appear in the "Black Hawk and Mexican war records" published by the State (1882) nor in any other document so far as can be ascertained. They bear evidence of being authentic, as is shown by the fact that quite a number of the officers and men received land warrants for their service, which circumstance is noted opposite the record of their names. One of these companies was officered as follows: John S. C. Hogan, captain; George H. Walker, first lieutenant; Samuel Miller, second; who with the following names appearing on the roll, known to early Chicago, are marked as having received warrants, namely: A. H. Taylor, Elijah Wentworth, Jr., Archibald Clybourn, Elijah Wentworth, Sr., Alexander Laframboise, John Noble, Mark Noble, Isaac D. Harmon, Thomas Clybourn, Alexander Robinson, Russel E. Heacock, John K. Clark, Harry Bucha, Samuel Ellis, John Shedaker, Jeremiah Smith, John Miller; also the following names inscribed "not on the muster roll, but for whom warrants have been procured;" Robert Robinson, Mark Beaubien, George W. Dole, Robert A. Kinzie, Shabona, John B. Beaubien.

*The following is a list of the members of this company: Richard J. Hamilton, Jesse B. Brown, Isaac Harmon, Samuel Miller, John F. Herndon, Benjamin Harris, S. F. Gale, Rufus Brown, Jere Smith, Heman S. Bond, William Smith, Isaac D. Hermon, Joseph Laframboise, Henry Boucha, Claude Laframbois, J. W. Zarley, David Wade, Wm. Bond, Samuel Ellis, Jed Woolley, George H. Walker, A. W. Taylor, James Kinzie, David Pemeton, James Grisday, Samuel Debarf, John Willmaker, Wm. H. Adams, Jas. T. Osborne, E. D. Harmon, Charles Moselle, Francis Labaque, Michael Ouilmette, Chris Shedaker, David McKee, Ezra Bond, Robert Thompson.



S B Cobb

THE
OF THE
UNIVERSITY OF CALIFORNIA

The other of these companies was commanded by Capt. Harry Boardman, Medore Beaubien, first lieutenant, and Alanson Sweet, second lieutenant; who with the following received warrants: Joseph Naper, Richard Sweet, John Naper, David McKee, G. T. Blodgett, Nelson Murray, Willard Scott, and Willis Scott. The muster roll of this company bears a strong resemblance to that of the mounted company of Capt. Joseph Naper reported by John Wentworth in the *Chicago Evening Journal* of March 2, 1880, and as the names are nearly all the same, it may have been a prior or re-organization of the same company. At all events there can be no question as to the fact that the first citizens of Chicago and outlying neighborhoods of Cook county rallied with a common patriotic impulse in response to the call of their country in this trying emergency, and rendered good service under the flag.

On June 17 (1832) Fort Dearborn was regarrisoned by two companies of the 2d U. S.

Fort Dearborn
Re-occupied.

Infantry, Major William Whistler in command, who at once proceeded to prepare the buildings for the reception of the four companies of U. S. troops sent to participate in the Black Hawk war, under General Winfield Scott. They reached the fort on the evening of July 10th, in the steamer "Sheldon Thompson," Captain Augustus Walker, from Buffalo.

Upon their arrival it was learned that they had brought with them that dreaded scourge, the Asiatic cholera. The disease existed in a virulent type, and its ravages had well-nigh decimated the ranks of the troops. A hundred soldiers soon succumbed to the disease and their remains were buried near by. The inhabitants of the town now found themselves exposed to two perils—the vengeance of infuriated savages on the West, and the outbreak of a deadly epidemic in their own midst. A panic ensued, and the town was soon virtually depopulated, only a few resolute, unselfish residents remaining to aid in caring for the stricken ones. On July 18

another steamer, the "William Penn," arrived with a detachment of troops, also infected with cholera in a malignant form. It is a singular fact that not one of the officers of the army was seriously attacked by the disease, nor were any of the officers belonging to the boat.

On July 20th General Scott removed his force to a point on the Desplaines river, from which time they began steadily to improve in health. In August the news came of the final overthrow of Black Hawk's forces, and that the outbreak of the Indians had been suppressed.

The inhabitants who had fled from the plague-threatened village gladly availed themselves of the opportunity offered by the departure of the troops to return to their homes. As it turned out, the Black Hawk war, which apparently threatened so much evil, except for the lives lost, proved a blessing to the State at large, and especially to Chicago. The beautiful valleys along the Illinois, Fox and Rock rivers had been traversed and admired by hundreds of volunteers who had no previous conception of their admirable situation and wonderful fertility.

Their glowing accounts induced a large immigration in the fall of 1832, and in

Immigration, 1833-4. Many of those coming
1832.

from the East by the lakes intending to pass through Chicago, impressed by its favorable situation, decided to remain. Among these in 1832 were Philo Carpenter, and John S. Wright from Massachusetts; T. W. Goodrich, Hamilton Barnes, Dr. Philip Maxwell from New York; Dr. E. S. Kimberly, George W. Snow, of Vermont, and Alanson Sweet.

Mr. Carpenter was the proprietor of the first drug store in the town; and George W. Dole and P. F. W. Peck erected the first frame buildings used for business purposes, the former on the southeast corner of South Water and Dearborn; and the latter on the southeast corner of South Water and La Salle streets.

The importance of education and of estab-

lishing public schools was realized in the hamlet of Chicago before the town was laid out. A school, the first one in the vicinity, and having twenty scholars, was opened by Stephen V. R. Forbes, in the house of J. B. Beaubien, formerly occupied by the sutler of the fort (the Dean house) in June, 1830, and was continued for a year. In the fall of 1832 John Watkins, from New York, was regularly employed to teach a subscription school on "the North Side" in a log house about twelve feet square. During his first quarter he had only twelve pupils, but four of whom were white. He subsequently moved his school into the "meeting house" of Rev. Jesse Walker, near "the point" on the West Side, where he followed the profession of a pedagogue for several years.

The year 1832 also witnessed the beginning of the slaughtering and packing business of Chicago by George W. Dole, A. Clybourn, the Noble brothers, and Gurdon S. Hubbard, thus forming the nucleus of one of those immense industries which have raised Chicago to its present commercial pre-eminence.

The ferries established not affording sufficient facilities for transportation across the river, the construction of bridges was regarded as a necessity. The first of these to be built was across the north branch for the use of foot passengers only, and was erected by Samuel Miller. One across the south branch, near Randolph street, at first consisted of floating logs tied together, but was subsequently reconstructed, was used until 1840. It was built by Alanson H. and Charles Taylor from funds raised by subscription, amounting to \$486.20, of which the Indians of the vicinity contributed \$200.

Mail facilities had been increased by the establishment of routes from Chicago to Niles, to Danville and Green Bay. John S. C. Hogan was appointed postmaster November 2, 1832, and received and distributed mail in a room partitioned off for that purpose from his story-and-a-half storehouse, a

log building 45x18, situated at the angle formed by the intersection of Lake and South Water streets.

The amount of taxes collected by the sheriff for Cook county (chiefly in Chicago) in 1832 was \$142.28, and the amount received from licenses was \$235.50. At the August election of this year, 114 votes only were polled in the entire county. Stephen V. R. Forbes was elected sheriff, and Elijah Wentworth coroner. Richard J. Hamilton succeeded William See as clerk of the county court, and was soon after appointed clerk of the Circuit court, recorder and probate judge. There were more offices than competent men to fill them. The salaries were small, and it was fortunate for the people that the offices were combined in the person of one so well qualified to fill them as Colonel Hamilton.

Notwithstanding the unfavorable outlook for the canal improvement, immigration in the spring of 1833 assumed proportions surpassing all expectation. Among the new arrivals are found the names of John Dean Caton, John K. Botsford, Silas B. Cobb, Charles Cleaver, Walter Kimball, H. W. Knickerbocker, Ezekiel Morrison, Asahel Pierce, Hibbard Porter, Stephen Rexford, Henry Whitehead, Eli B. Williams, Dr. John T. Temple, Rev. Jeremiah Porter, Rev. Allan B. Freeman.

The fact that a comparatively large number of frame buildings was erected this year (1833)—about 165—indicates a corresponding influx of permanent settlers. They nearly all located on either South or North Water streets. One brick building was also erected—the first in the town outside the fort. It was built by Alanson Sweet and Wm. Worthingham, for John Noble, on a lot adjoining that afterwards occupied by the Lake House, on the North Side. The Green Tree tavern, on the northeast corner of North Canal and West Lake streets, was likewise erected this year by James Kinzie. It remained standing there

First
Schools.

Taxes, Voters,
County Officers.

1833.

Growth.

First
Bridge.

until 1880, when it was removed to numbers 33-35 Milwaukee avenue where it still may be seen.

A plan for the improvement of the Chicago harbor was suggested by U. S. engineers in 1831, and an appropriation of \$5,000 was made by Congress in March of that year for the erection of a light-house. Before it was completed, owing to the defective foundation and construction, the walls of the tower, fifty feet high, fell. Another tower, forty feet in height, was erected in 1832 with a fourteen inch reflector. Samuel S. Lasby was the first, and Mark Beaubien the last keeper of the old light house.* (Andreas 1,240.)

The apparent necessity of improving the harbor of Chicago, even if the construction of the canal should be delayed, had determined Congress to make an appropriation therefor, and to begin the work. By act of March 2, 1833, a sum of \$25,000 was set apart for this purpose, and Maj. George Bender was placed in charge of the work. During the summer, autumn and following spring the work upon the north and south piers, extending directly out into the lake, progressed favorably. But little dredging was done, the work of clearing out the new channel having been left to the spring freshets, which successfully accomplished the task. The result was that by July 11, 1834, the schooner Illinois, the first large vessel to enter the river, sailed into the harbor amid the rejoicings of the people. *

Another important event of this period was the incorporation of the town, it having reached the number of inhabitants required by law. This was decided upon at a public meeting of the citizens August 5th. It would seem that but little interest was taken in the question, as but thirteen votes were cast by the twenty-eight legal electors—twelve being in favor, and one, that cast by Russel E. Heacock, opposed to the measure.

An election for trustees was held August

10th at the house of Mark Beaubien, which resulted in the election of the following persons, namely: Thos. J. V. Owen, receiving 26 votes; George W. Dole the same; Medore B. Beaubien, 23, John Miller, 20, and E. S. Kimberly, 20.*

The board of trustees was organized two days later with T. J. V. Owen as president, and Isaac Harmon clerk. George W. Dole was appointed treasurer September 3d, and the first business transacted was the licensing of another free ferry across the river at Dearborn street, with Charles H. Chapman as ferryman. November 7th Benjamin Jones was appointed street commissioner and Isaac Harmon town collector. December 4th George W. Snow was appointed assessor and surveyor, and J. D. Caton corporation attorney.

November 6th the limits of the town were extended so as to embrace the territory between what was subsequently known as Jackson street on the south, Jefferson street on the west, Ohio street on the north, and State street on the east.

What, perhaps, was regarded as the most memorable event of the year was the making of the great treaty with the Pottawatomie, Chippewa and Ottawa Indians, who still held their title to the lands lying south and east of those ceded in September of the previous year by the Sacs and Foxes. The time had come when the necessities of the white race demanded these

* The following is a list of the voters at the first election ever held in the town of Chicago, namely:

W. R. Adams,	R. J. Hamilton,
J. B. Beaubien,	E. S. Kimberly,
Mark Beaubien,	James Kinzie,
C. A. Ballard,	Gholson Kercheval,
Medore Beaubien,	William Ninson,
Philo Carpenter,	T. J. V. Owen,
George Chapman,	Hiram Pearsons,
David Carver,	Eli A. Rider,
G. W. Dole,	Matthias Smith,
Enoch Darling,	G. W. Snow,
Stephen F. Gale,	John T. Temple,
James Gilbert,	Charles Taylor,
J. S. C. Hogan,	John S. Wright,
Dexter J. Hapgood,	John Watkins.

R. E. Heacock's name is not included because he resided outside the limits of the town. The absence of former French and Indian voters will also be noticed.

* Chicago by Colbert and Chamberlain, p. 37.

vast tracts for the superior uses of civilization. It was a critical period in the history of the red men. The failure of Black Hawk warned them that the fate of other tribes who had been compelled to move might be their own, and that they must abandon their homes of many years, their favorite hunting grounds, and take up their march to other lands tendered them, toward the setting sun. They assembled to the number of about seven thousand, and with them came a motley crowd, as thus described by Charles J. Latrobe, an English traveler, who was present on the occasion: "With immigrant and land speculators as numerous as the sand, you will find horse-dealers and horse-stealers—rogues of every description—white, black, brown and red; half-breeds, quarter-breeds, and men of no breed at all; dealers in pigs, poultry and potatoes; men pursuing Indian claims, some for tracts of land, creditors of the tribes, or of particular Indians; sharpers of every degree; peddlers, grog-sellers; Indian agents and Indian traders of every description; and contractors for food. The little village was in an uproar from morning to night, and from night to morning; for during the hours of darkness, when the housed portion of the population strove to obtain repose in the crowded plank edifices of the village, the Indians howled, sang, wept, yelled and whooped in their various encampments." *

The commissioners on the part of the United States were George B. Porter, Thomas J. V. Owen, and William Weatherford, and the treaty was concluded September 26th. The lands ceded by the aborigines covered five million acres, in consideration of which a like quantity was granted to the allied tribes in western Missouri and Iowa, besides various money considerations, present and prospective, amounting to over a million of dollars.

And thus after a farewell war dance, engaged in by eight hundred braves, the an-

cient proprietors of Chicago began to prepare for their departure to their new homes in the farther west. The greater portion of them, however, loath to leave, lingered around their old camping ground in Illinois and Wisconsin until 1835, returning to Chicago to receive their annuities.

It ought also, perhaps, to be mentioned, although it is a part of the history of the county rather than that of the city, that the first informal session of the circuit court was held in Chicago in September of this year by Judge Richard M. Young. Provision had been made by the county commissioners for holding the court "in the lower room of the brick house" at Fort Dearborn in 1830, but although the judge was in the town in the latter part of April, 1832 (bringing with him news of the Indian outbreak at Rock Island), no court was held here at that time, nor, when any business was transacted, according to Judge Caton, until the spring of 1834.

Among other happenings of the year 1833 should be noted the movement in religious circles. The Rev. Jeremiah Porter, a native of Massachusetts, arrived at Fort Dearborn, from Fort Brady, where he had been acting as chaplain, May 13, 1833, and on June 26th organized the first Presbyterian Church of Chicago, with twenty-six members. A frame building costing \$600 was erected on the southwest corner of Lake and Clark streets, and dedicated to the use of a church June 4, 1834.

The first Baptist church was organized by Rev. Allen B. Freeman, with fourteen members, October 19, 1833. A house of worship called the "Temple Building" had been erected during the summer and was ready for occupancy in the fall.

Father John M. I. St. Cyr held a meeting of the Roman Catholics in the town, and celebrated his first mass in a log cabin belonging to Mark Beaubien, May 5, 1833, and began the building of a church soon after.

A regular school was opened this year by

* The Rambler in N. A., p. 206.



John Bear Baton

10
87
196

Granville T. Sproat, from Boston. The second story of the Baptist church, a frame building on the corner of South Water and Franklin streets, was used for the school room, having been arranged for that purpose. The school "was a very pleasant one, the pupils obedient and attentive." It increased so rapidly that in the following spring the employment of an assistant became necessary, who was found in the person of Miss Sarah Warren, afterward Mrs. A. Carpenter.

Miss Chappell, afterward the wife of Rev. Jeremiah Porter, also opened a school in a log house on the South Side, in September of this year. In this connection it is proper to refer to the sale of the school land, section 16, town 39, range 14 east, which embraced the square mile between State and Halsted streets, and Madison and Twelfth. It was divided by the commissioner, Col. Hamilton, into 144 blocks, of about four acres each (not including the streets) and the sale took place on October 20, 21, 22, 23 and 24, 1833. All but four of the lots were sold, realizing on an average \$6.72 per acre, aggregating \$38,865.

The sale was a great mistake, having been prematurely forced by unthinking citizens and visionary speculators. The blocks would have sold for three or four times as much as they brought had they been held until the following year, ten times as much two years thereafter, and a hundred times more had they been held twenty years.

Almost simultaneously with the coming of the first school teacher occurred the advent of the first newspaper, which was established by John Calhoun, from New York, and whose first number, under the name of the *Chicago Democrat*, was issued November 26, 1833. The controlling influences of modern civilization—the Church, the common school, the press—were thus early organized into vital existence, and entered upon the active discharge of their several functions.

In the first few numbers of the *Democrat* ap-

pear the advertisements of Philo Carpenter, druggist; W. Kimball, dry goods; Jno. Wright, Brewster, Hogan & Co., P. F. W. Peck, P. Pruyne & Co., general store, dry goods, etc. Newberry and Dole, and B. Jones, and John H. Kinzie, forwarding and commission merchants; Peter Cohen, clothing, provisions and groceries; S. Foot, groceries and liquors; Goss and Cobb, saddlers and harness making; Matthias Mason, blacksmithing; Daniel Elston & Co., soap and candle manufactory; A. Clybourn, butchering; Chester Ingersoll gives notice that he is running the hotel known as The Traveler's House (the Wolf Point Tavern); the Sauganash, by Mark Beaubien; the Green Tree Tavern, by David Clock, and the Mansion House, by Dexter Graves, did not then advertise.

The first brickyard was established by Tyler K. Blodgett, this year, and also the Trade and manufacturing establishment of Prices. Asahel Pierce. In the column of prices current, flour is quoted at \$6 per barrel, and corn and wheat at the same price, 63 to 75 cents per bushel. Beef was quoted at from 2 to 4 cents per pound, dried, 10 to 12. Green hams 6 cents, smoked 10. Lard 10, butter 17 and cheese 9 cents per pound; tea was quoted 87c. to \$1.25 per pound; loaf sugar 20 cents, and brown 14; coffee 17, whiskey 40 cents a gallon. Brown sheetings 13 cents per yard and calicos from 15 to 38 cents.

The public improvements of the town at this time consisted of an estray pen, built by Samuel Miller under contract for the county, costing \$12, and a jail, constructed "of logs well bolted together," located at the northwest corner of the public square.

The first ordinance was passed by the trustees November 6, 1833, which prohibited the passing of stove-pipes through the roof, partition or side of any building, unless guarded by tin or sheet iron, under penalty of \$5.

A description of the town as it appeared to Latrobe, the English traveler before referred to, in September, is not flattering, yet

is doubtless in the main truthful. He says:

How it Appeared
in 1833.

"This little mushroom town is situated upon the verge of a perfectly level tract of country, for the greater part consisting of open prairie lands, at a point where a small river, whose sources interlock in the wet season with those of the Illinois, enters Lake Michigan. The upstart village lies principally on the right bank of the river, above the fort. Next in rank to the officers and commissioners may be noted certain storekeepers and merchants resident here, looking either to the influx of new settlers establishing themselves in the neighborhood, or those passing yet farther to the westward, for custom and profit. Add to these a doctor or two, two or three lawyers, a land agent and five or six hotel keepers. These may be considered as stationary, and proprietors of the half a hundred clapboard houses around town.*

The condition of the streets in the village at this time is thus described by the village school-teacher: The streets of the village (in the fall) soon became deluged with mud. It lay in many places half a leg deep, up to the hubs of the carts and wagons in the middle of the streets, and the only sidewalk we had was a single plank stretched from one building to another. The smaller scholars I used to bring to school and take home on my back, not daring to trust them on the slippery plank. One day I made a misstep and went down into the thick mire with a little one in my arms. With difficulty I regained my foothold, with both overshoes sucked off by the thick, slimy mud, which I never recovered.—G. Sproat's letter to *Chicago Tribune*, June, 1887.

There was but one road from the town to the lake, which was laid out by the surveyor, forty feet wide from the east end of Water street through the reservation.

The population at the close of the year was estimated to number two hundred and fifty.

Although the efforts of enterprising

citizens had failed to inject new energy into the construction of a canal, which was ultimately destined to accomplish so much for the growth of Chicago, they had by no means ceased, nor had the sanguine hopes of the inhabitants abated. Indeed they had so impressed their hopeful views of the aspects of the situation upon the world at large that the early spring of 1834 saw the town filled with incoming strangers from the Eastern States. They came by land and by water, in "prairie schooners" and other wagons, on horseback and on foot.

On April 30th, the *Democrat* stated that more than a hundred immigrants had arrived "within the last ten days,"

Growth in
1834.

and such was the demand for transportation that an arrangement was made by the proprietors of steamboats, whereby Chicago was to be visited once a week from June 4th to August. The ability of vessels to enter the new harbor and sail up the river, as they were now able to do, was hailed with great satisfaction. Over one hundred and fifty vessels had entered and discharged their freight between April 20th and September 3d. To add still farther to the facilities for travel, stage lines were established, running both east and west.

Many immigrants passed through the town with a view to locating farther west, but still larger numbers perceived the possibilities of the struggling town and remained, purchased lots, built houses, and engaged in some description of trade, in a limited sort of way. By June 18th, according to the *Democrat*, seventy-five new buildings had been erected, some of them being substantial and three stories high.

The old system of using heavy sills, posts, beams and rafters for frame buildings was found too slow, and now came in vogue the new style called the balloon frame, originated by George W. Snow. Heavy timbers, a foot square, gave place to lighter ones, two by four inches, and they were so compactly mortised and joined together that, despite the prediction that they would be blown

*The Rambler, 206.



EARLY SCENES.

THE FRODO

away by the first high wind, they were found sufficiently strong to weather the gale and the storm. They were easily and cheaply constructed, and for years answered the purpose of the newcomer, who was always in a hurry and never had much money.

The population was estimated in the summer to have reached six to eight hundred, and twice that number by the close of the year. At the August (4th) election 357 votes were polled in Chicago precinct. Among the new arrivals who became distinguished and leading citizens were F. C. Sherman, Bennett Bailey, James B. Bradwell, Isaac Cook, Ebenezer Peck, Grant Goodrich, James Grant, George M. Gray, Frederick A. Howe, Horatio G. Loomis, Ephraim Morrison, William Jones, Thomas Church, James H. Collins, and John L. Wilson.

A much needed improvement undertaken this year was the construction of the first First Draw-bridge. drawbridge across the river at Dearborn street, Nelson R. Norton being the contractor. It was 300 feet in length, by sixteen in width, and had a double draw.

Business, which had heretofore been confined to South Water street on the South Side, began to extend to Lake street, and its increase in volume was fully commensurate with the growth of the place.

The trustees chosen at the election held in 1834 were John H. Kinzie, Gurdon S.

Trustees. Hubbard, J. K. Boyer, Ebenezer Goodrich and J. S. C. Hogan. Isaac Harmon was appointed clerk and collector; Charles M. Pettit, treasurer; James W. Reed, succeeded by E. E. Hunter, supervisor; N. G. Wright, fire-warden; and Edward W. Casey, corporation counsel.

The town contracted its first indebtedness, the sum of \$60, to be used in draining State street.

The St. James Episcopal church was organized this year; and the Presbyterians and Methodists dedicated their church buildings.

The year 1835 witnessed a steady growth

in population. The passage by the legislature, in February, of the law authorizing the governor of the State to negotiate a loan of \$500,000 for the construction of the canal imparted a new and powerful impetus to the enterprise of the inhabitants. The erection of new buildings was limited only by the supply of materials. The inflow of substantial citizens was constant and continuously increasing. Among the most prominent of these were William H. Brown, J. Young Scammon, William B. Ogden, Dr. C. V. Dyer, Charles L. Wilson, George Manierre, H. O. Stone, William G. Powers, Edward D. Taylor, Norman Clarke, Abram Gale, Arthur G. Burley, William Hickling, Alonzo Huntington, Tuthill King, Edward Manierre, E. K. Hubbard, and Julian S. Rumsey.

The result of the State census taken this year between September 1st and December showed that the population of Chicago numbered 3,297 and, as Popula- tion. further evidence of its progress, demonstrated the fact that there were forty-four stores (dry goods, hardware, and groceries), two book stores, four druggists, two silversmiths and jewelers, two tin and copper manufactories, two printing offices, two breweries, one steam saw-mill, one iron foundry, four storage and forwarding houses, eight taverns, one lottery office, one bank, five churches, seven schools, twenty-two lawyers, fourteen physicians, and a lyceum and reading room. Of the buildings erected nine were of brick.

The bank referred to was a branch of the State bank, of which Wm. H. Brown was president, and the second printing office was that of the *American*, a weekly newspaper established June 8, 1835, by T. O. Davis.

Further evidence of progress was indicated by the organization, in October, of the first First Fire Company. hook and ladder fire company, which appropriately adopted the cognomen of the "Pioneer." A second similar organization soon followed, and the two companies constituted a reasonably efficient volunteer fire department. A fire engine

was ordered December 10th, at a cost of \$894.38, but did not arrive until the following year. The limits of the town had been increased by act of the legislature of February 11, 1835, to include therein all the land east of State street from Twelfth street to Chicago avenue, except the Fort Dearborn reservation.

The trustees elected this year were Hiram Hugunin, president, and W. Kimball, B. King, S. Jackson, E. B. Williams,

*Trustees—The Seal—
First Cemeteries.*

F. C. Sherman, A. Lloyd and George W. Dole. The new board prohibited gaming houses, and the sale of liquors on Sunday; provided for the election of police constables; and adopted a seal for the town, the device representing a spread eagle holding three arrows and a sprig in his claws, surrounded with the words "United States of America." They also selected two pieces of ground which they ordered the surveyor to lay out as cemeteries. One of these comprised sixteen acres on the south side, near the corner of Wabash avenue and Twenty-third street, and the other twelve acres, on the north side, near Chicago avenue on Clark street. These were the first places set apart for the burial of the dead; there having hitherto been no special location, private grounds around the residence of the deceased being frequently used for that purpose.

Further improvements were made by the erection of a one-story and basement brick building with pretentious columns, fronting the east on the northeast corner of the public square, for a court-house; and also an engine-house, which was not completed until the following year.

*Court
House.*

The record of Chicago for 1836 is no less pregnant with remarkable and interesting events than that for the two preceding years. While the number of immigrants was not proportionally so great as in 1835, there was a steady increase. Among those arriving who subsequently became prominent and influential citizens were: Mark Skinner, Isaac N. Arnold, Norman B. Judd,

*Growth
(1836).*

John Wentworth, Levi D. Boone, Wm. A. Baldwin, Benj. W. Raymond, Walter Wright, J. M. Van Osdel, E. T. Wadsworth, Julius Wadsworth, Thomas Dyer, Dr. D. L. Smith, Wm. L. Church, James Couch, Wiley M. Egan, Amos Grannis, Lorin P. Hilliard, James Lane, Ira Miltimore, Mahlon D. Ogden, George F. Rumsey, Wm. B. Snowhook, Marcus C. Stearns and Frederick Tuttle.

The third and last election of trustees under the town incorporation was held this year and resulted in the selection of the following Board: S. G. Trowbridge, Peter Bolles, L. P. Updike, A. D. Taylor, Wm. B. Ogden, A. Pierce, T. G. Wright and J. Jackson. C. V. Dyer was elected clerk, but was soon succeeded by Ebenezer Peck.

Several important improvements were undertaken, and more would have been inaugurated had it not been for the failure of the trustees to obtain a loan of \$25,000 from the State bank. The streets were, however, straightened by the removal and setting back of buildings; plank drainage sluices were constructed across Clark street, and several streets were turnpiked.

The first vessel of any size built in Chicago, the sloop "Clarissa," was launched May 18th, and the number of steam and sail boats which arrived at the port this year had increased from 176 in 1834, and 250 in 1835, to 456.

*First
Vessel.*

But the event of the greatest importance which occurred in 1836 was the commencement of the long-projected work of constructing the Illinois and Michigan canal. The act of 1835, before alluded to, proved to be inoperative, for the reason that the security offered for the proposed loan, being the canal lands solely, was deemed by capitalists insufficient. In the following year the friends of the canal met no difficulty in securing the passage of a more satisfactory measure. The faith of the State was now pledged to secure the loan of \$500,000 provided for, the governor being authorized to issue certificates of stock for

*The
Canal.*



E. S. Prescott

THE
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the same, bearing six per cent. interest. The final passage of the anxiously looked for law was celebrated in Chicago by the firing of cannon and universal rejoicings. The canal commissioners appointed by the governor under the act were Wm. F. Thornton, Wm. B. Archer and Gurdon S. Hubbard.

One of the features of the celebration of the national holiday, July 4th, was breaking the first ground in the construction of this great waterway

The population of the town participated in the celebration with great enthusiasm. The steamer "Chicago," the schooners "Sea Serpent" "Llewellyn," and other craft, proceeded from the wharf at Dearborn street with flying banners and decks loaded with passengers, while other citizens, forming a procession, moved to the appointed place at Canalport by carriage, on horseback, and on foot, in great numbers. Judges T. W. Smith and Thomas C. Browne, of the supreme court, and Commissioners Archer and Hubbard delivered appropriate addresses, and the ceremony of excavating the first shovelful of ground on the line of the canal was formally observed.

The letting of contracts, and the actual commencement of work soon after, being the realization of long cherished hopes, imparted renewed energy and strength to every business interest.

The rapid growth of the town is indicated by the number of votes polled at the August election, which was 702, and at the close of the year a population of 4,000 was fairly claimed.

Among the buildings erected during the year were the Steele block of four-story brick stores on Lake street; the Harmon and Loomis block of four-story brick stores on South Water street; the Episcopal church of brick (not completed); fifteen or twenty other two to four-story brick stores in various portions of the town; about twenty large two to three-story frame business buildings; a steam flouring mill; and

the celebrated "Saloon building," by J. B. F. Russell and G. W. Doan, on the southeast corner of Lake and Clark streets. It was Chicago's first public hall, and was used for public meetings, concerts, shows and even for religious services. About one hundred dwellings were also erected.

Pervading the events and transactions of the years 1834-1836 was a phenomenal rise of real estate in Chicago, and the inevitable speculation which grew out of it. The abundance of paper money in the country, and the easy terms upon which it could be borrowed, lessened its value, and it was handed around in trade as if the supply was inexhaustible. The sale of the school section, and the apparently large prices which lots brought, stimulated the demand, not only for more lots in the town, but also for lots in different and less desirable locations. Then came the laying out of the addition by the canal commissioners on fractional section 15.

This addition was platted, under the direction of the commissioners, by Edward B. Talcott, assistant engineer, June 13, 1836, and the plat recorded July 20, and re-recorded September 24, 1877, to supply the records burnt by the great fire.

It was followed by "Wolcott's" addition, North Branch addition and Wabansia addition. The enlarged area of the town was heralded to the world, and made Chicago the center of speculative attraction for lot buyers. While the mania for speculating in real estate pervaded not only the eastern States but also the new West, Chicago loomed up as pre-eminently the great land market, where not only its own lots, rapidly rising in value, were offered to anxiously-seeking customers, but the lots of other towns, whose beauties of location and inherent possibilities were flamingly set forth in the columns of local newspapers and in attractive handbills. The opening of a land office in May, 1835, added fuel to the already brilliant blaze of excitement and brought hundreds of buyers for the lands lately ceded by the

Rise of
Real estate.

New
Additions.

Buildings
erected

Indians. Crowds of customers, speculators and manipulators of towns upon paper, who cherished bright hopes of fortunes to be quickly made, filled the streets and overflowed improvised camps on the adjacent prairies. Sales of land to the amount of 370,043 acres were made in 1835, and 202,315 in 1836. So

utterly reckless had the community grown that they chased every bubble that floated on the speculative atmosphere; madness increased in proportion to the foulness of its element; the more absurd the project, the more remote the object, the more madly was it pursued. The prairies of Illinois, the forests of Wisconsin and the sand hills of Michigan presented an almost unbroken chain of suppositious villages and cities. The whole land seemed staked out and peopled on paper. Land offices would be besieged and town sites purchased at a dollar and a quarter an acre, which in a few days appeared on paper, laid out in the most approved rectangular position, emblazoned in glaring colors, and exhibiting the public spirit of the proprietor in the multitude of their public squares, church lots and school lot reservations.*

But few of these paper towns ever came to anything, and money invested in them was thrown away. But in Chicago, while prices for the time rose to fabulous figures, there was a basis of real value which its future growth very largely exceeded. The prices reached even here, however, were amazingly high. Lots which had been sold in 1830 for from \$10 to \$50 soon came to be worth \$200, and when the craze came on in 1835-6 brought twenty or thirty times as much.

The favorite way of making sales was at auction. A negro dressed up in gaudy colors, with a scarlet flag, and riding a white horse with harness of scarlet, rode through the town announcing the hour at which the sale would begin. Crowds flocked around and followed him and hung upon his entrancing words. At the appointed time the expectant multi-

tude drew nigh, and with a skillful auctioneer to play upon the excited passions of eager purchasers, there were no bounds to which enthusiastic, nay, mad bidders would not go. Lots were frequently sold and resold, always bringing increased prices. Lot 2, block 8, sold in June for \$420 and resold in August for \$700. Lot 1, block 2, sold in June for \$5,000 and resold in August for \$10,000, and so on. There was a fascination connected with the transactions which only an inveterate gambler with his large stakes and daring recklessness can experience.

In the summer of 1834 General David Hunter sold the half of Kinzie's addition to Chicago, the whole of Wolcott's addition, and block 1 of said town to Arthur Bronson and associates for the sum of \$20,000. Charles Butler, who subsequently became a well-known capitalist and investor in Illinois railroads, declined at the time to be included in the purchase, but he changed his mind, and in May, 1835, he bought the same property, paying therefore \$100,000. Wm. B. Ogden, a brother-in-law of Mr. Butler, and who was for so many years a leading public-spirited citizen of Chicago, was employed by the owner to take charge of the property and make sale of the lots by auction, the result of which was, greatly to the surprise and satisfaction of the owner and his agent, the realization of over \$100,000 on the lots sold, which included not more than a third of the property.

In the spring of 1835 Gurdon S. Hubbard and the firm of Russell & Mather purchased for \$5,000 the eighty acres of ground which was afterward laid off as the Russell and Mather addition to Chicago. A short time after the purchase, being in New York City, and hearing inquiries for Chicago property, he platted the eighty acres, and sold half the lots at auction for \$80,000.

The legislature had provided that the sale by the trustees of the canal lots in Chicago should be resumed on June 20, 1836, and no better time for the realization of high prices could have

Sale of Lots
in 1836.

* Joseph Balestier, lecture.

been fixed. The day was looked forward to by speculators with extraordinary manifestations of interest. No advertising was necessary, although the proper notices were given, as required by law. The sale was a wonderful success, as far as prices were concerned, as may be seen by the following table giving a few examples :

Lots on the north side, between Kinzie and North Water streets:

Lot 3, B. 2, \$9,000. Lot 8, B. 3, \$8,290

Lot 4, B. 2, \$10,000. Lot 1, B. 6, \$9,600

Lots on the west side.

Lot 1, B. 3, \$11,500. Lot 8, B. 8, \$9,000

Lots on the south side, between South Water and Lake streets.

Lot 3, B. 16, \$14,300. Lot 5, B. 18, \$12,000

Lot 5, B. 16, \$21,400. Lot 4, B. 19, \$14,000

The terms of the sale were one-fourth of the purchase money cash down and the residue in three equal annual instalments, bearing six per cent. interest per annum, payable annually *in advance*, with a forfeiture if not paid within twenty days after an instalment became due. Sales were made in fractional section fifteen, adjoining the school section on the east, platted under the direction of the canal commissioners, as before stated, June 28 to June 30. 266 lots were sold in the original town June 20 to 27, nine lots in September, and 131 lots in the canal section in June, and five in September. The aggregate amount of these sales (in June and September) was \$1,359,465, and the amount of cash received, including advanced interest (\$61,175), was \$401,042. In nearly every instance the sales were never completed, and the lots had to be resold at greatly reduced prices.

The year 1836 witnessed also the final departure of the original inhabitants and owners of the soil. They had

Departure of the Indians. gathered, about four thousand strong, in August, 1835, to receive their annuities for the last time, and a large contingent of the tribe departed for their western reservations on September 21, accompanied by their old chiefs, Billy Caldwell

(Sauganash), Alexander Robinson and Laframboise. The remainder of the tribe left the next year, and Chicago was to see no more of their yearly gatherings, with their war dances and drunken carousings. It was with much difficulty that they could be persuaded to turn their backs for the last time upon the place of their nativity, and their removal was only finally accomplished through the influence of their old leaders, Shabonee and Robinson.

The population of Chicago during the transitional period from village to city was composed of immigrants from

The Pioneers. every part of the United States, including a few foreigners, but with a largely predominating element from the eastern States. They came together with essentially different habits, training, education, and methods of thought. The possession, however, of those qualities of sturdy enterprise and large-mindedness characteristic of those days, was common to all.

While by daily contact these diverse elements became gradually moulded into a more

Amusements. harmonious whole in the channels of trade, the influence, exerted by the social relations of the people were undoubtedly the most beneficial and effective for uniting them. There were no railroads, canals nor telegraphs, and during the long six months of winter the inhabitants, were cut off from the rest of the world. There was nothing coming in, and there was no means of sending anything out of the town. And yet these winter months were, perhaps, the most enjoyable of the entire year. How to pass the time and amuse themselves under such circumstances was one of the perplexing problems of the isolated community. Although they had a lyceum, which was well attended, there was no public hall, theater or other place of amusement, yet the means of enjoyment were not wanting. One of these, upon the arrival of the mail, often irregular and long delayed, was to gather at the post office where some one with a good voice would mount a dry goods box and commence read-

ing the news from Washington and New York, which was then and there discussed. If politics ran high, two dry-goods boxes and two readers of opposite parties would be utilized. Another pastime was wolf-hunting. Two parties would start out in the morning, one following the lake shore south, and the other the river. At a given point, after spreading out and covering a large territory, they would converge and drive the wolves before them to the river, and so on out to the lake, where they would be shot down in droves. Wolves were in great plenty all around the town, and the chase after them in the clear, cold weather was as exciting as it was at times full of peril.

Other amusements were skating and sleigh-riding on the river. When the weather and ice were suitable, hundreds would turn out to enjoy themselves in this way. There were not many fine cutters and sleighs, those principally in use being made from two saplings, with a crate filled with hay for a box, but the sport was none the less enjoyable on this account. The river was also brought into requisition as a race track, where the sports of the town would test the speed of their horses in many well tried contests.

Dancing was a diversion which, at first patronized by the officers of the fort, had become popular, and was indulged in by all classes. Mr. Charles F. Hoffman, who attended a ball in Chicago in 1834, gives a graphic account in his "Winter In The West" of what he saw. He says: "As for the company, it was such a complete medley of all ranks, ages, professions, trades and occupations, brought together from all parts of the world, and now for the first time amalgamated, that it was amazing to witness the decorum with which they mingled upon this festive occasion. * * * Here you might see a veteran officer in full uniform balancing to a tradesman's daughter, still in her short frock and trousers, while there the golden aiguillette of a handsome surgeon flapped in unison with the glass beads upon a scrawny neck of fifty. In one quarter the high-

placed buttons of a linsey-woolsey coat would be *dos a dos* to the elegantly turned shoulders of a delicate-looking Southern girl; and in another a pair of Cinderella-like slippers would *chassez* across with a brace of thick-soled brogans, in making which one of the lost feet for the Colossus of Rhodes may have served for a last. Those raven locks, dressed *a la Madonne* over eyes of jet, and touching a cheek where blood of a deeper hue mingles with the less glowing current from European veins, tell of a lineage drawn from the original owners of the soil; while those golden tresses, floating away from eyes of heaven's own color over a neck of alabaster, recall the Gothic ancestry of some of England's born."

From time to time a series of parties would be given at country settlements between Chicago and Fox river. Sleigh loads of young people would leave the town about four o'clock in the afternoon, take supper *en route*, dance all night, and return at nine or ten o'clock in the morning. Even clergymen made no objection to the attendance of their church members and permitted their daughters to be present at these parties, and would sometimes go themselves to accompany them home—being easily persuaded to remain until after supper. But when the waltz and other fancy dances were introduced, "most parents," says John Wentworth, "disapproved, although their daughters liked them, and the ministers opened a tremendous battery upon them."

The life and soul of these dancing parties was the light-hearted and perennially good-natured Mark Beaubien, who was the fiddler par excellence of the town, and whose name is so closely interwoven with all these early sports and joyous gatherings. As Judge Catton remarks: "He used to play the fiddle at our dances in such a way as to set every heel and toe in the room in active motion. He would lift the sluggard from his seat, and set him whirling over the floor like mad. If his playing was less artistic than that of Ole Bull, it was a thousand times more inspiring to those



A. K. Pullerton

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who were not educated up to a full appreciation of what would now create a furor in Chicago, but I will venture the assertion that Mark's old fiddle would bring ten young men and women to their feet, and send them through the mazes of the dance, while they would sit quietly through Ole Bull's performance." He attended the reunion of old settlers at the Calumet Club with his violin in 1879, and played for his delighted hearers for the last time the tunes of other days, as only he could. When he died (April 11, 1881) he willed the celebrated instrument to John Wentworth, who in turn presented it to the Calumet Club, where it was reduced to ashes in the destruction of the club's building by fire in 1893. Occasionally at these parties the Indian war dance would be indulged in with great gusto. The participants "not only had their tomahawks and scalping knives, bows and arrows, but a few of them had real scalps, which they pretended they had taken in the various Indian wars. Their faces were decorated with all the favorite paints of the Indians; and some of our young white men and ladies played the part of the Indian so well that it was difficult to distinguish them from the real ones."*

The greater portion of the families of wealth, education and high social position in 1836 resided on the north side. The Lake

House, on the corner of Rush and Kinzie streets, the first hotel constructed of brick, and which was sumptuously furnished, was the fashionable headquarters, where were given select parties. But even here, the want of a sufficient number of ladies of the higher class was sometimes supplied by the good looking waiting maids and domestics from the south side.

For those who were opposed to dancing, social enjoyment was found in donation parties given for the benefit of some minister, and which came to be a popular mode of contributing to the support of the gospel. There was no stiffness at these parties, no religious observances, but entire freedom and hearty good cheer. Every one would bring something, and the preacher, as a result, would find himself the richer by valuable and often much needed additions to his larder, his wardrobe and his kitchen.

While the demands of the citizen in the direction of amusement were fully met, his spiritual needs were far from being neglected; the Pilgrim, the Puritan, the Huguenot, and followers of Wesley and Calvin were here working together; and while each one had in view the building up of his own peculiar faith, minor differences were not allowed to hinder the general growth of religious principles. There was, indeed, frequently to be observed a blending of worship, in which essentials were regarded as superior to mere doctrinal dogma.

*John Wentworth.

CHAPTER VII.

1837 TO 1849—FROM THE CREATION OF THE CITY TO THE COMPLETION OF
THE ILLINOIS AND MICHIGAN CANAL IN 1848—THE PERIOD
OF COLLAPSE, STAGNATION, AND REVIVAL.

Chicago in 1836 had already grown to be the largest town in the State, and so remarkable had been its progress during the first four years of its existence, that its citizens considered themselves entitled to demand a charter, which would confer the increased powers and broader privileges inherent in a municipal government. For the purpose of moving authoritatively, the President of the Board of Trustees of the town, on October 26, 1836, invited the voters of each of its three districts to choose delegates to meet with the Board and to consult upon the expediency of applying to the legislature for a city charter, and to adopt a draft of the proposed law to accompany the application. The delegates selected were Ebenezer Peck, William Stuart, and E. W. Casey, from the first district; John D. Caton, G. W. Chadwick, and Wm. Forsyth, from the second; and John Kinzie, Walter L. Newberry, and Theophilus W. Smith, from the third. They met with the Board on the evening of November 25, 1836, at the trustees' room (opposite the Mansion House), when it was resolved that it was expedient for the citizens of Chicago to petition for the contemplated charter, and a committee of five was appointed to draft a bill. The committee consisted of Messrs. Peck, Caton and Smith, on behalf of the delegates, and Peter Bolles and William B. Ogden, members of the Board of Trustees. The proposed act was prepared and submitted at a meeting of this committee held December 9, and the committee's report was ratified by the citizens at a meeting held at the "Saloon Building," January

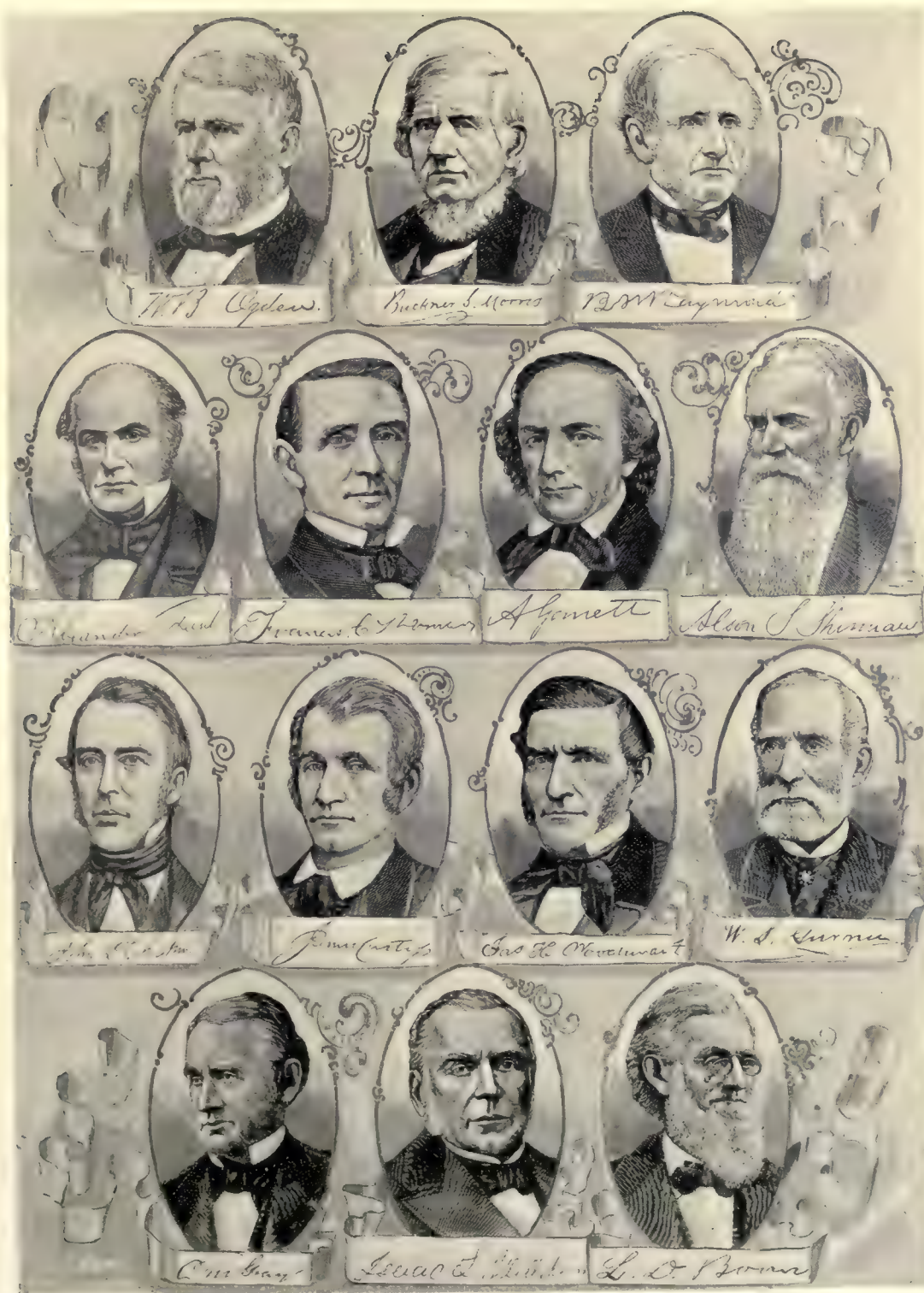
23, 1837. *With such an endorsement there was no difficulty in securing favorable action by the legislature, and the charter became a law March 4, 1837.

It was quite a formidable looking instrument, embracing ninety-two sections, the last ten of which relate to "common ^{Becomes a City.} and other schools." The boundaries of the city as prescribed by the charter were as follows: "That the district of country in the county of Cook, known as the east half of the southeast quarter of section 33, in township 40, and fractional section 34, in the same township, the east fourth part of sections 6, 7, 8 and 19, in the same township, also fractional section 3, section 4, section 5, section 8, section 9, and fractional section 10, excepting the southwest fractional quarter of section 16, occupied as a military fort, until the same shall become private property, fractional section 15, section 16, section 17, section 20, section 21, and fractional section 22, in township 39, north of range number 14, east of the third principal meridian, shall hereafter be known by the name of the city of Chicago." In other words, the boundary line on the north was North avenue, on the west Wood street, on the south Twenty-Second street, and on the east the lake shore.

The elective officers provided for by the charter were a mayor, twelve aldermen, a clerk, treasurer and six assessors. Other officers were to be appointed by the common council.

The city was divided into six wards, the

*Bross' History of Chicago, 32, and John Wentworth.



MAYORS.

first and second on the south side, the third and fourth on the west, and the fifth and sixth on the north side, and the first charter election was held on May 2, 1837. The number of votes polled was as follows: First ward, 170; second, 238; third, 38; fourth, 59; fifth, 60; and sixth, 144; total, 709—408 of these votes being on the south side, 97 on the west side and 204 in the north division.

The result of this first election was in favor of the democratic ticket, headed by William B. Ogden for mayor, who received 489 votes, and his opponent, John H. Kinzie, the anti-caucus or whig, candidate, 217.*

The other officers elected were, in the first ward, J. C. Goodhue and Francis C. Sherman, aldermen; N. H. Bolles, assessor; second, John S. C. Hogan and Peter Bolles, aldermen; E. A. Rider, assessor; third, John D. Caton, alderman; Sol. Taylor, assessor; fourth, Ashael Pierce and Francis H. Taylor, aldermen, William Forsyth, assessor; fifth, Bernard Ward, alderman; Henry Cunningham, assessor; sixth, Samuel Jackson and Hiram Pearsons, aldermen; S. D. Pierce, assessor; John Shrigley constable, on the

same ticket; Isaac N. Arnold, was elected city clerk; Hiram Pearsons, treasurer; Nor-B. Judd was appointed attorney.

The first census of the new city was taken July 1st, showing a total population of 4,180, distributed as shown in the following table:

CENSUS OF 1837 IN DETAIL.

Wards	Under nine years of age.		Between nine and twenty-one		Twenty-one and over		Persons of color		Tot'ls
	Males	Females	Males	Females	Males	Females	Males	Females	
No.									
First	57	59	109	135	444	218	10	7	1039
Second	76	77	120	148	630	262	13	18	1344
Third	11	16	33	19	70	40			195
Fourth	15	15	31	27	101	42	5	2	238
Fifth	32	37	26	20	135	70			320
Sixth	53	65	72	101	420	207	13	11	940
	244	269	391	450	1800	845	41	36	4076
Sailors					104				104
									4180

It further showed that there were 4 warehouses, 398 dwellings, 29 dry-goods

* The following is a list of the city officers from 1837 to 1848, inclusive. ("D" Democrat, "W" Whig.)

Year.	Mayor.	Clerk.	Treasurer.	Attorney.
1837	William B. Ogden, D	Isaac N. Arnold	Hiram Pearsons	Norman B. Judd
1838	Buckner S. Morris, W	George Davis	Hiram Pearsons	Norman B. Judd
1839	Benjamin W. Raymond, W	Wm. H. Brackett	George W. Dole	Samuel L. Smith
1840	Alexander Lloyd, D	Thomas Hoyne	Walter S. Gurnee	Mark Skinner
1841	Francis C. Sherman, D	Thomas Hoyne	N. H. Bolles	George Manierre
1842	Benjamin W. Raymond, W	James Curtiss	F. C. Sherman	Henry Brown
1843	Augustus Garrett, D	James M. Lowe	W. S. Gurnee	George Manierre
1844	Augustus Garrett*	Edward A. Rucker	W. S. Gurnee	Henry W. Clarke
1845	Alson S. Sherman, D	Edward A. Rucker†	Wm. L. Church	Henry W. Clarke
1846	Augustus Garret, D	Wm. S. Brown	Wm. L. Church	Charles H. Larrabee
1847	John P. Chapin, W	Henry B. Clarke	Andrew Getzler	Patrick Ballingall
1848	James Curtiss, D	Henry B. Clarke	Wm. L. Church	Giles Spring
1848	James H. Woodworth, D	Sydney Abell		

* First election illegal, and another held April 2.

† Resigned.

stores, 5 hardware stores, 5 drug stores, 19 grocery and provision stores, 10 taverns, 26 groceries, 17 lawyers' offices and 5 churches.

But before Chicago had reached this period in its history the financial storm, which

*The Financial
Crash.*

had been brewing for several months, was precipitated in all its destructive fury, scattering disaster and ruin in every direction. The rapid and unprecedented rise in the value of real estate, as has been already pointed out, brought about wild speculation in town lots, which had been participated in by all classes—merchants, mechanics and professional men. It was the same reckless spirit of adventurous trading which had pervaded the halls of legislation, and which had been responsible for the wild and impracticable schemes of internal improvement set on foot in this and other States during this period. How far the madness of the hour would have carried the people if left to themselves can only be conjectured. The check came in the form of an act of Congress, of June 23, 1836, which required the Secretary of the Treasury to "discontinue the use and discredit the issue of such banks as should at any time refuse to redeem their notes in specie." The banks, which were largely responsible for this system of inflation, fought persistently against the execution of this law, in the hope of protecting their over-issues of paper, which they well knew they were unable to redeem, but in vain, and the crash came in the spring of 1837. Suspension of specie payment followed, and in its train came individual failures, stagnation of business, and general bankruptcy.

In Chicago, lots which had sold for a thousand dollars on the fictitious balloon basis would not bring in specie one hundred. Those whose profits had made them apparently rich, and whose assets, on paper, aggregated many thousands of dollars, suddenly found themselves reduced to poverty. Their depreciated lots and lands were unsalable, and their unpaid obligations stared them in the face. About the only consolation

to be found in the contemplation of their broken fortunes and blasted hopes lay in the fact that the ruin had been a common one, in which all shared alike.

The extent of the depreciation in values in town lots may be seen from an inspection of the canal commission's records showing the amount for which lots originally sold and their final disposition. Opposite lot 8 in block 5, for instance, which had been sold in June, 1836, for \$8,290, is the following entry: "Relinquished to the State." Six years afterwards, in 1843, it was resold for \$6,635, and then appears the following memorandum: "Notes canceled." In 1845 the record shows that the lot was finally sold for \$1,400. This is merely a sample of many records of the same kind.

Of the lots disposed of in June (1836) in the original town of Chicago, 120 had to be sold a second time (in consequence of failure to comply with the terms of sale), and sixty-three a third time; and in the fractional section 15 addition, out of 132 lots sold, eighty were resold, six of them three times. *

The reaction from the high pressure business methods of the preceding two years was like the rude awakening from visions of wealth which had no more tangible foundation than the "baseless fabric of a dream." Yet all was not lost. The city, with its few substantial improvements, was not gone; its site with its natural facilities for commercial growth, could not be obliterated from the map of the world; its stout-hearted citizens, with their abiding faith in the future and their undaunted courage, remained. Neither had the canal succumbed to the general collapse, the work of construction, though retarded and slow, thanks to the sales of valuable real estate which could yet find purchasers, being continued for several years.

For the succeeding six years the history of the city presents nothing of an encouraging character. But little outward progress was made in any direction. A few inhabitants,

* Canal Commissioners' Report for 1878.



Seth Catlin

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CONGRESS

having lost all hope of a prosperous future, moved away, and those who remained yielded slowly and doggedly to the despondency which inevitably succeeds failure. Many abandoned business, preferring to wait for the readjustment of values.

Not to be idle, they turned their attention to the improvement of their lots and the rais-

The Garden City. ing of grain, fruits and vegetables upon which to live. So general was the cultivation of land, indeed, that Chicago received the deserved sobriquet of "Garden City," a cogomen long since lapsed into desuetude; the lots which were occupied by gardens and flower beds being now covered by palatial blocks of marble, stone or brick, some of them eighteen and twenty stories in height.

For the two years succeeding the incorporation of the city the number of inhabitants decreased, and had been but slightly augmented by 1840; at which time the assessed value of real estate had fallen from \$236,000 to \$94,437, and the revenue from taxes had declined from \$5,905 to \$4,722. Real estate was offered at less than five per cent of the prices paid in 1836, but found no purchasers. In fact, there were no sales, according to the *Democrat*, except sheriff sales.

Practically the inhabited portion of Chicago, at this time, lay along North and South

The City in 1840. Water streets, and that portion of La Salle, Clark and Dearborn streets connecting with them. The buildings, principally constructed of wood, were one or two stories in height. The saloon building, on the southeast corner of Lake and Clark streets, a small store on Lake street occupied by Tuthill King, the State Bank building, at the southwest corner of South Water and La Salle, a building at South Water and Clark, occupied by Harmon and Loomis, were of brick; as were also the City Hotel, on the northwest corner of Clark and Randolph, and a two-story building just south of the hotel, used as the postoffice. Buildings on Lake street only extended continuously from Dearborn to La Salle; those on

South Water street a little farther west. A tailor, who in 1839 had his shop on the corner of Lake and La Salle streets, was spoken of as "the prairie tailor." There were about a dozen hotels, the best patronized of which were the City Hotel, on Clark street, the Tremont, at the corner of Lake and Dearborn streets, and the Lake House, at the intersection of Rush and Michigan. The Tremont first stood on the southwest corner of the streets named, but was consumed by fire on October 27, 1839, together with most of the block. It was rebuilt on the southeast corner, where, after having been burned three times, the present hostelry of that name now stands.

State, Dearborn, Clark and La Salle streets were principally occupied by private houses, small frame buildings surrounded by gardens, the annual rental of which was about \$300. On the north side there were scattering residences on Clark, Dearborn, Wolcott (now North State) and Rush streets. John H. Kinzie and Gurdon S. Hubbard, owned substantial brick houses on Michigan street, and Captain (afterwards General) David Hunter resided in a large frame house. W. B. Ogden's frame dwelling on Ontario street was considered the finest residence in the city.

A ferry boat at Rush street and a swinging bridge at Clark were the principal means of communication between the north and south divisions.

Most of the old settlers resided on the north side, and were rather regarded as the aristocracy of the young city; Society but in 1839-40, nearly everyone was poor, and at parties both sexes dressed in the fashion of a bygone day. Hardly anyone could boast of a carriage, nor were they indeed safe vehicles during the muddy season, in the fall and winter, the gentlemen preferring to go to parties in their long boots, and the ladies on drays. But, though poor, the people were friendly and happy. The conventional display and formal ceremony of later years were lack-

ing. "Society" with its punctilious distinctions of to-day was not dreamed of. Women were not ashamed to show that they had hearts; men called each other by their christian names, and there was always a sort of "hail, fellow well met" atmosphere that was as delightful then as it is rare now.

It did not cost much to live on the best the land afforded; flour being Cost of living. only three dollars a barrel, beef and butter six cents a pound, grouse one dollar a dozen, quail three cents apiece, venison one dollar and a half for the carcass, wood two dollars a cord, and good board at the best hotels could be had at two dollars a week. Both game and fish were as yet abundant, deer, prairie chickens and quails being found just outside the city limits, and at certain seasons great flocks of wild pigeons darkened the air. The west side, then but sparsely settled, in the spring and fall swarmed with plover and snipe from Clinton street to what is now Union Park. Pike and bass were caught in the river by hook and line, lake trout from the piers, and wild ducks were not infrequently shot from Madison street bridge.

All merchandise came by the lake, and as navigation was usually closed from November till May, all supplies had to be laid in before winter, and a shrewd dealer would frequently avail himself of the opportunity to speculate by buying up all that there was on hand of any staple article and then "cornering" the market.

The currency of the country consisted chiefly of the issues of the Western banks of the variety designated "wildcat" The Currency. and "reddog," which were generally at a discount for eastern exchange of from ten to eighteen per cent. But little coin was in circulation; now and then a piece from the United States mint would be seen, and occasionally a little foreign gold and silver brought by immigrants, including here and there a Mexican dollar. A necessary equipment of every store and trading place was a "bank-note and coin

detector," which had to be studied to ascertain the correct description of the bills of banks as well as the various kinds of coin in circulation.*

On June 7, 1839, Fort Dearborn addition to the city was laid out and platted by the United States, and the lots Sale of lots in 1839. therein sold for cash, the sale commencing on the 10th and continuing until the 24th of June, the entire proceeds amounting to about \$100,000. The lots brought generally from \$200 to \$500, some selling as low as \$51. Why this unfavorable time was taken to throw these lots on the market when there was no special demand for them, or why the entire addition was disposed of except fourteen lots when such low prices were bid, is one of those problems of civic government impossible to solve by any ordinary rule.

To fill the cup of financial reverses to the brim, work on the canal, after the expenditure of \$4,600,000, had to be entirely General Stagnation. suspended in March, 1843, at which time the lowest point of depression was reached. A desperate effort had been made to obtain the necessary funds to continue the work, but the struggle had proved fruitless.

It seems like a sort of grim satire to say that the only glimpse of sunshine amid the general gloom came from the passage of the bankrupt law of 1842. Settlements were thereby rendered possible, under the terms of which business men were enabled to escape from the entanglements which had held them as in a vise, and which permitted them to start afresh, unencumbered by liabilities which they saw no hope of meeting.

Notwithstanding the unfavorable prospects of the city, valuable acquisitions continued to be made to its population—and these, too, of men who had faith in its future, and who

* The author is indebted to a paper prepared by Samuel C. Clark on "Chicago in the Forties," which was read before the Chicago Historical Society at its November meeting, 1891, for many of the facts stated in the foregoing description. He has also made use of other manuscripts as well as files of the *Chicago Democrat and American*.

were willing to commit their fortunes to its welfare. Among these were Peter Page, Wm. H. Bradley, Thomas Hoyne, C. N. Holden, C. O. P. Holden (in 1837), Edward I. Tinkham and Hugh T. Dickey.

Although, as above pointed out, the geographical position and natural advantages of

The
Pioneers.

Chicago were such that the inevitable tendencies of trade and commerce would insure its growth, the city is nevertheless largely indebted to the sterling character of her early settlers for the high rank she occupies to-day among American municipalities. They were men of single purpose, strong, physically and mentally, and unswerving in their devotion to duty. While not highly learned, they had enjoyed fair educational advantages, and were animated by strong conviction, determined resolution and tireless energy.

When the young men of the East, intending to seek a new home in which to begin their life work, debated the question of the superior advantages afforded by different localities, the general conclusion was that Chicago presented every requisite demanded, because by a glance at the map it readily appeared that there the waters of the great lakes could be most advantageously connected with the Mississippi. Here, they argued, a great metropolis must be built up, and hither they came—men of brawn and brain, possessing those qualities of independence and endurance essential to those who hew pioneer ways and direct the march of civilization.

Although extrinsic circumstances, for which their own ambition and enthusiastic natures were partly responsible, had drawn them far out of line, and given a setback to their tentative efforts, they were far from surrendering their cherished schemes and hopes for the eventual upbuilding of a great city. They struggled with the difficulties which financial reverses had thrown across their pathways with a dogged determination to bring themselves out of the frowning wilderness. Where they could not

run they were content to plod, and bide their time.

Neither were they disposed to adopt measures of repudiation, or to advocate the passage of relief laws, suggested by the fears of some. On the contrary, by their determination to stand by their obligations, public and private, they set such an example of good faith to their fellow citizens of other cities and counties, that it largely influenced the legislature in its action to save the credit of the State by making provision for the bonded debt and payment of her interest.

With the sober thoughts induced by reverses, business relations were conducted upon the safer basis of legitimate growth; demands for development were met by investments in manufactories and the promotion of internal industries.

The growth of the city during the period now under consideration may be seen from

Growth. the subjoined tables, showing the

valuation of property, amount of city debt, amount of taxes paid, the number of inhabitants, and imports and exports from 1837 to 1848, inclusive:

YEAR.	VALUATION OF PROP'TY.*	DEBT.	TAXES PAID.	POPULA- TION. CENSUS.
1837	\$ 236,842		\$ 5,905	4,180 City.
1838	235,936	\$ 9,996	8,849	4,000 Est mated.
1839	94,813	7,182	4,664	4,200 "
1840	94,437	6,569	4,721	4,419 U. S.
1841	166,744	12,387	10,004	5,500 Estimated.
1842	151,342	16,372	9,187	6,580 "
1843	1,441,314	12,655	8,647	7,580 City.
1844	2,763,281	9,795	17,166	10,000 Estimated.
1845	3,465,022	10,691	11,077	12,088 State.
1846	4,521,665	16,045	15,825	11,169 City.
1847	5,849,170	13,179	18,159	16,859 "
1848	6,300,440	20,338	22,051	20,023 "

TABLE OF IMPORTS AND EXPORTS, 1837 TO 1848.

YEAR.	IMPORTS.	EX'TS.	YEAR.	IMPORTS.	EX'TS.
1837.	\$373,667	\$11,665	1843.	\$1,435,886	\$1,004,207
1838.	579,174	16,144	1844.	1,656,416	785,514
1839.	630,098	33,143	1845.	2,443,445	1,543,519
1840.	562,106	228,635	1846.	2,627,150	1,813,468
1841.	564,347	348,362	1847.	2,641,852	2,296,239
1842.	664,347	659,305	1848.	3,200,000	3,300,100

As will be noted, the tide of increasing population which began to rise in 1842 con-

The Tide continued at the flood-mark during Turns. the period under review in this

* The valuation of property is for real estate only up to 1843. Gov. Bross, in his tables, puts these valuations twenty to thirty per cent. larger than here recorded.

chapter. By 1844 the era of good times had fairly returned, over six hundred new buildings having been erected this year. It will be further observed that the exports, which bore but a beggarly proportion to the imports for the first few years after 1842, began to show a decidedly favorable relation to what was received. The gratifying increase in the value of property, as shown in the table, also indicates the city's steady improvement.

The principal exports were wheat, corn, flour, beef and pork in barrels, and wool. For the year 1847 the respective amounts of these total exports were: Wheat, 1,974,304 bushels; corn, 67,315 bushels; flour, 32,598 barrels; beef, 26,504 barrels; pork, 22,416 barrels; wool, 411,088 pounds. Among the articles imported were dry goods valued at \$837,451; groceries, \$506,027; hardware, \$148,811; liquors, \$86,334. The value of lumber received that year was \$265,332.

It was, indeed, during the period of depression that the great interest of grain shipping was inaugurated and successfully prosecuted. In 1838 the first shipment of wheat, 39 bags, was consigned as a venture by Walker & Co. in the steamer *Great Western*. In 1839 the number of exporters had increased to eight, and their shipments aggregated 16,073 bushels. During the following year this total was raised to 304,212 bushels.*

Previous to 1842 the inhabitants of Chicago were dependent, except for a public well ^{First} in Kinzie's addition, for that ^{Water Works.} essential element of human existence, water, upon supplies obtained in barrels and buckets brought directly from the lake. It was carried around by peddlers as milk is nowadays, from house to house, and sold at so much the gallon or bucketful. The first movement for a better system was made in 1836, when the legislature passed an act for the incorporation of the Chicago Hydraulic Company, with a capital of \$200,000, for the purpose of establishing water works

commensurate with the wants of the people; but the company was unable to organize and get into successful operation until 1840, when it began the construction of a reservoir at the corner of Lake street and Michigan avenue, its tank being about twenty-five feet square and elevated about eighty feet above the ground. Its one pump connected with the water of the lake by means of an iron pipe, laid on a crib-work pier extending into the water about 150 feet. The pump was worked by a steam engine of twenty-five horse power, and the citizens were supplied with water through bored logs, one of which may now be seen at the rooms of the Chicago Historical Society. The pump raised about twenty-five barrels of water per minute. The entire outlay of the company, down to 1842, when the work was so far completed as to be used, was \$24,000. Water rates were established, ranging from \$10 per annum for a family of five persons to \$500 for large manufacturers.

A question which aroused great interest at this period was the bridging of the river.

^{New} ^{Bridges.} The old Dearborn street bridge, the first drawbridge, had been demolished in 1839, and a scow ferry substituted. The proprietors of the warehouses located on the north side were clamorous for a new structure, by which the wagon loads of grain and produce coming into the city from the south might more easily reach them, thus insuring more healthful competition. This reasonable demand was opposed in the council for a long time, and the ordinance for the construction of the Clark street bridge in 1840 was carried only by the deciding vote of Mayor Raymond. This was a floating swing bridge, constructed after plans made by Wm. B. Ogden, and similar structures were built at Wells, Randolph and Kinzie streets, between 1840 and 1845. As stated by Governor Bross (*History of Chicago*, p. 31) they were operated as follows: "When it was necessary to open a bridge for the passage of vessels, a chain, fastened on or near the shore on the side of the pier

* Colbert's and Chamberlain's History of Chicago, p. 55.



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at some distance from it, was wound up by a capstan on the float end of the bridge, thus opening it. It was closed in the same manner by a chain on the opposite side."

As before remarked, work on the canal, after the expenditure of nearly \$5,000,000, had to be suspended in March, 1843, for the want of funds; but before this time and in anticipation of the financial embarrassments of the State, then unable to pay the interest on its indebtedness, the legislature, through the controlling influence of Isaac N. Arnold, then a member from Cook county, passed an act, February 23, 1843, providing a plan for the completion of the canal, by which the Government was authorized to negotiate a loan of \$1,600,000; for the payment of which the revenues and lands of the canal might be pledged. This loan was finally secured, and the canal passed into the hands of trustees in 1845, when work was again resumed and vigorously prosecuted until its completion in 1848.

Prior to 1846 Chicago was a port of delivery only, belonging to the district of Detroit. Wm. B. Snowhook was appointed special surveyor of the port, April 1, 1846, and the city was made a port of entry by act of Congress, July 16, 1846. Mr. Snowhook was appointed the first collector the following August.

The improvement of the harbor up to the time that work was discontinued in 1839, owing to a want of funds, was only a partial success.

A bar had formed, extending across the entrance of the channel, so that vessels could enter only in fair weather, and even then with considerable difficulty. In response to the unremitting efforts of citizens, by memorials and personal influence, during the years 1839-41, that Congress was induced, in 1843, to appropriate \$25,000 for the resumption of work on the improvement. Thirty thousand dollars additional were appropriated the following year for the

same purpose. Up to this time \$247,000 had been expended; yet the harbor was still incomplete. Indeed, its condition was most unsatisfactory, even if not positively dangerous. John Wentworth, Chicago's able representative in Congress, had, through his indefatigable efforts, secured the incorporation of further appropriations in the "River and Harbor Bill" in 1846 by a decisive majority, but President Polk interposed his veto.

This action of the President and the opposition developed in Congress to appropriations for the improvement of western waterways, including harbors on the great lakes, provoked a widespread criticism and discussion of the rights and policy involved in such appropriations. It found expression especially in the western States, and finally resulted in the calling of the great River and Harbor Convention, which met at Chicago in July, 1847. It was one of the most striking and important events of the period. Preliminary conferences had been held in Chicago, Detroit, Buffalo and New York, and such encouragement had been received that a meeting was called in Chicago November 13, 1846, to make the necessary arrangements for the convention.

Hon. Mark Skinner was president, and all the leading citizens participated in the proceedings.

Among those in attendance were Wm. B. Ogden, Eli B. Williams, Benj. W. Raymond, Geo. W. Meeker, Mahlon B. Ogden, J. Young Scammon, Isaac N. Arnold, John Wentworth, Norman B. Judd, David L. Gregg, Patrick Ballingall, Grant Goodrich, Richard L. Wilson, Samuel J. Lowe, Thomas Hoynes, William L. Whitney, Elisha W. Tracy, Zebina Eastman, John H. Kinzie, F. C. Sherman, Walter L. Newberry, John S. Wright, Stephen F. Gale, William H. Brown, Philip F. W. Peck, Alfred Cowles, Levi D. Boone, Jas. H. Woodworth, Silas B. Cobb and Robert Fergus.

Appropriate committees were appointed,

and an address adopted which ably set forth the object of the convention.

On the appointed day large delegations were present from eighteen out of the then twenty-nine States in the Union. New York sent over three hundred, while still larger numbers came from Michigan, Ohio, Wisconsin, Indiana and Illinois, the entire representation having been estimated at from six to ten thousand. Among these were found such influential names as Edward Bates, Thomas Allen, Louis V. Bogy, Samuel H. Treat, A. B. Chambers, from Missouri; Thomas Corwin, William Bebb, Stanley Matthews, Jeremiah Warren, Robert C. Schneck, from Ohio; John A. Rockwell, Connecticut; Thomas Butler King, Georgia; John M. Barclay, Edward H. Noyes, Franklin W. Hunt, Thomas S. Stanfield, Schuyler Colfax, Dr. John A. Hendrix, Indiana; H. C. Blackburn, Kentucky; C. W. Upham, Anson Burlingame, Joseph H. Buckingham, Henry Loring, Jr., Massachusetts; Gov. Henry P. Baldwin, Zachariah Chandler, Wm. Woodbridge, Michigan, J. DePeyster Ogden, David Dudley Field, Horace Greeley, Julius Wadsworth, John C. Spencer, Erastus Corning, Andrew White, E. G. Spalding, Nathan K. Hall, New York; Joseph R. Ingersoll, Pennsylvania; Lewis Ludington, Alexander Mitchell, Levi Hubbell, Gen. Rufus King, J. D. Doty, N. P. Talmage, Charles H. Larrabee, William H. Larrabee, Wisconsin; George H. Williams, Iowa.

Illinois had delegates from thirty-five counties, including many leading citizens outside of Chicago, and among them Abraham Lincoln, the only Whig representative in Congress from the State, and who at this time made his first visit to its commercial metropolis. The *Journal*, in commenting upon this fact, remarked: "We expect much from him as a representative in Congress, and we have no doubt our expectations will be more than realized, for never was reliance placed in a nobler heart and a sounder judgment." A speech of his in the conven-

tion was favorably spoken of by Mr. Greeley in his report of the proceedings.

Chicago was a city of fifteen thousand inhabitants, but to provide for such an extraordinary influx of visitors taxed not only the capacity of the hotels but also the hospitality of private citizens, who threw wide open their dwellings. But even then accommodations for the thronging thousands would have been insufficient but for the palatial steamboats, which remained to take care of their from one hundred to fifteen hundred passengers each.

The Fourth of July falling on Sunday that year, the usual festivities of the Nation's birthday were celebrated in connection with the assembling of this convention. Such a procession, in point of numbers and enthusiasm, had never before been seen in Chicago. The marshal of the day, Dr. Philip Maxwell, formed his escort headed by a band and the Cleveland (Ohio) artillery, on the "old garrison ground," and at the signal of a gun the procession moved at ten o'clock, taking the following route: From Michigan avenue through Monroe street to Wells, through Wells to Randolph, and thence to Michigan avenue, resting at the public square, where the foreign delegations were received, thence west, via Madison street, to State, thence north to Lake, thence west to Clark, and thence to the public square. The parade was imposing, and the display of fire companies was pronounced the finest ever seen on the continent.

The *Evening Journal* begins its account of the celebration as follows: "A great, a glorious day has gone down—a day which children's children will remember, when the actors who took part, and the hands that indicted, are cold and motionless, as a day when party predilections were obliterated; when sectional interests were forgotten, when from eighteen free and independent sovereignties men came up to the achievement of a noble work, united their voices in one grand harmony, for the promotion of an

object demanded alike by the most enlightened self-interest, the most liberal view, and indeed by common humanity."

Upon the assembling of the delegates in the spacious and beautiful tent or pavilion which had been provided for the occasion, the convention was called to order by Dr. Maxwell, and a welcoming address was delivered by Mayor James Curtiss. Thurlow Weed, in his report of the proceedings, pronounces the convention a larger deliberative body than had ever before been assembled in this country. Edward Bates, of Missouri, had the honor of presiding, with vice-presidents from seventeen States, Illinois being represented by Charles S. Hempstead.

The convention continued in session three days, and the discussions upon the questions presented showed keen intelligence, careful thought, genuine patriotism, and practical common sense. Letters generally favorable to the avowed objects of the convention were read from Daniel Webster, John McLean, Thomas H. Benton, Silas Wright, Henry Clay, Martin Van Buren, and Washington Hunt. That from General Cass, which was very brief and which expressed no opinion, called forth outspoken objurgatory criticism.

The resolutions adopted emphatically asserted that it was the right and duty of the general government to facilitate commerce by improving harbors and clearing out navigable rivers; and that theretofore appropriations made for the improvement of inter-oceanic rivers and lakes had not been in just and fair proportion to those for the benefit of the Atlantic coast.

A resolution in favor of a railroad "from the States to the Pacific," introduced by William Mosely Hall, was also adopted. The closing speech was delivered by the president, Edward Bates. He had been so long out of public life that some opposition to his election to the presidency of the convention had been developed. His capability to fill the post was questioned. But all doubts of such a character were scattered

to the four winds when he began his address. It was pronounced at the time a masterpiece of American oratory theretofore unexcelled. He spoke of the wonderful possibilities and growth of the country, and pictured its future in the most patriotic and glowing colors. He was continually interrupted by cheer upon cheer, and at its conclusion, as Horace Greeley said in his report, "his speech was greeted by the whole convention rising and cheering long and fervently." It is much to be regretted that no authentic report of this great oration has been preserved.

Thus met, "deliberated, harmonized and acted" one of the most important and interesting congresses of freemen, "destitute of pay and mileage," which had ever convened in a western State. While the results of its deliberations were beneficent and enduring as far as the prosperity of the country at large was concerned, they were of special advantage to the now growing and ambitious city of Chicago. Attention had been particularly directed, through the reports and statistical tables submitted and published, to its recourses, situation and improvements. No such comprehensive, valuable and free advertising had ever been given to any city in the country, the substantial benefits from which were soon to be realized in a largely increased growth of population and business.

A great many "first things" occurred in Chicago during the period now being considered, the mention of which will ^{First Things.} not be found uninteresting by the inquiring reader. Among these were the launching of the first steamboat built in Chicago, named the James Allen, at Goose Island in 1838. The first daily newspaper, the *American*, was issued April 9, 1839.

October 27 (same year) occurred the first disastrous fire, involving the destruction of the Tremont House and seventeen other buildings. The first book printed in Chicago, Vol. I of Scammon's (J. Young) reports, was consumed in this fire.

On November 28, this year, was observed

Thanksgiving day for the first time in this city or State.

The first execution, the hanging of John Stone, for the murder of Mrs. Lucretia Thompson, occurred May 1, 1840.

On January 1, 1842, the first Washingtonian temperance society was organized.

The first State convention of the Liberty party (Abolitionists) was held May 27, 1842. In July of this year ex-President VanBuren visited the city and was given a public reception.

St. Patrick's day was first celebrated in this city in 1843.

The public market house, corner Lake and State streets, was completed in January of the same year at a cost of \$1,500.

April 21, 1843, hogs were first prohibited by ordinance from running at large in the city.

Rush Medical College, having been founded in 1843, with a class of twenty two students, held its first commencement November 22d of that year.

The first book, compiled, (by J. Wellington) printed, (by Ellis, Fergus & Co.) bound and issued in Chicago was the directory for 1844.

The first church bell in the city was placed upon the Unitarian church in January, 1845. On November 26th of this year appeared the first number of a newspaper, published in a foreign language, the *Chicago Volksfreund*.

March 20, 1845, the common council first adopted the system of levying special taxes for the improvement of the streets.

The first steam power press, the Adams, was set up and used, in the office of the *Democrat*, December 27, 1845.

The first permanent school building erected in the city was in District No. 1, on Madison street between Dearborn and State, begun in 1844, and completed in the spring of 1845.

John B. Rice, afterwards mayor, built the first theatre in Chicago, in which the opening performance was given June 28, 1847.

It was situated on the south side of Randolph street, near Dearborn.

The city limits were extended by act of the legislature February 16, 1847, to Western avenue, North avenue, Fullerton avenue and to the lake; and the city was divided into nine wards, the first four on the south side, the fifth and sixth on the west side, and the other three on the north side.

That quasi-military organization called the police, upon which so largely depends the peace and good order of a city, did not for many years receive that consideration which its importance deserved.

Under the original city charter the head of this department was called the high constable, who was an officer of the municipal court. John Shrigley was the successful candidate for the position in 1837 and was succeeded by Samuel J. Lowe in 1839. He was the first to receive the designation of "city marshal," and, with M. Hunton as assistant, continued in office until 1842, when Orson Smith was elected, his three assistants being Henry Rhines, Hugh K. Henry and Wm. Wesencroft. In 1845 Philip Dean was elected city marshal and Wm. Wesencroft was continued as police constable. In 1848 Ambrose Burnham succeeded Dean, and the police force consisted at that time of nine constables, one from each ward.

The one event which never failed in this, as in other American cities, to attract the undivided and enthusiastic attention of every male citizen was

that of the annually recurring election. The dividing lines in all these contests, as in those co-extensive with the State, unphilosophic as it may seem, were those which distinguished the two great leading parties of the period, whig and democratic, and the flaunting of an election notice upon the fences and court-house advertising boards was the signal for the war-whoop which immediately rang out from each partisan



Ronald Jones, Jr.

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camp. Local issues, in which the people were most directly interested, were left to take care of themselves, the achieving a majority at the city polls for the Jackson-Van Buren or Clay-Harrison candidate, if he were only running for constable or alderman, being esteemed of the first importance.

Voting under the first constitution of this State was made exceedingly easy, citizenship not being required, but simply a residence in the State for six months before election. As the Irishman or German thus easily invested with the elective franchise who was not a Democrat was an exception to the rule, the large number of the former attracted here by the demand for labor on the canal gave the Democratic party very largely the advantage, but for which fact the city would have generally elected whigs to office. As it was, they occasionally, (four times only in twenty-one elections) succeeded, by reason of their superior tactics, or defections among their opponents, in electing their candidates.

The "hard cider log cabin" campaign of 1840 brought out the enthusiasm of the voters of Chicago, as elsewhere in the country. A large delegation, over seventy in number, headed by Gurdon S. Hubbard, General David Hunter, Charles Cleaver, Thomas B. Carter, Stephen F. Gale, and other leading whigs, attended the great mass meeting held at Springfield that year in great style. They selected fourteen of the best teams in town, new canvas-covered wagons, and four tents. The Government yawl, rigged as a two masted ship, manned by four sailors, was drawn on a wagon by six of the finest gray horses that could be found. Thus equipped, the cavalcade started on its trip of two weeks, amid great cheering. At Joliet their progress was impeded by a mob of two or three hundred men and boys, and their ship was somewhat damaged; but amid flying sticks and stones the gallant Hunter marched at the head of the procession and, drawing his pistol, defiantly moved on. It was a great excursion, camping out at night and furnishing music, speakers and

plenty of noise to the admiring crowds which met it *en route*.

The turbulence and violence exhibited at the polls that year has hardly been equaled since. On the north side, where most of the foreign population then resided, personal collisions were frequent, and blood flowed freely. On the south side also there were serious disturbances. The sheriff, Ashbel Steele, a resolute officer, having arrested a man for fighting, took him off to jail. A mob headed, it is said, by a judge of the supreme court, who was a strong partisan, proceeded to the jail and ordered the prisoner's release. Supporters of the sheriff also gathered to aid him if necessary; but his determined front stopped all further proceedings. To the demand of "his honor" the sheriff replied that the attempt of the judge to exercise authority outside the court-room would not be recognized, and that if he, or any other man, undertook to attack the jail he would be killed. They knew the sheriff too well to take any further risks.

It must, however, be admitted that both parties at this initial period almost invariably put forward their best men for mayor and other city officers, so that whoever might succeed the people would be well served.

William B. Ogden, the first mayor of the city, was a man of decidedly superior ability and assertive power. He was for a

Mayors.
1837-1848.

quarter of a century a leading spirit in every public enterprise which tended to promote the progress of the city in its imperial career.

Isaac N. Arnold, the first city clerk, then a young lawyer, soon rose to an enviable position in his profession, and subsequently served the people with great ability and faithfulness in the State legislature, and in Congress. He was an attractive speaker, and a writer of great force and ability.

Norman B. Judd, the first city attorney, than whom the city never had a more faithful representative, was also an able lawyer, but was chiefly distinguished for his long and conspicuous service in the State senate. He

also served in Congress, and was Mr. Lincoln's appointee as Minister to Berlin.

All of these first officers of the city of Chicago were elected as democrats, and so remained until that party was divided by the repeal of the Missouri Compromise in 1854, after which they became leading republicans. They were all natives of the State of New York.

Buckner S. Morris, the second mayor, was a lawyer from Kentucky, and continued to be a leading member of the bar, and a politician of the southern school, up to 1865, having been a judge of the circuit court from 1853 to 1855.

Benjamin W. Raymond, a whig, a native of New York and one of the enterprising pioneer merchants of the city, was twice elected mayor, in 1839 and in 1842. He continued to be an influential and honored resident of the city until his death, April 6, 1883.

Alexander Lloyd, elected mayor in 1840, was a carpenter by trade, and was engaged in business for many years as a builder and contractor, and also as the principal partner in a dry-goods and grocery store. He was regarded as a man of enterprise and probity.

Francis C. Sherman, first elected mayor in 1841, came to Chicago from Connecticut in 1834, and was one of the city's most enterprising pioneers. His principal business was that of brick-making and building, through which, by 1850, he had acquired a large property. He was also an alderman, county commissioner from 1840 to 1845, a member of the general assembly from 1844 to 1848, chairman of the Board of supervisors in 1851, and again elected mayor, for two terms, from 1862 to 1865. He built the Sherman House and gave it his name.

Augustus Garrett, originally from New York, came to Chicago in 1836, and was elected alderman in 1840. He was popular with all classes, and succeeded in being elected mayor three times. He died in 1848. The Garrett Biblical Institute (Evanston) owes its origin to the active benevolence of his widow.

In 1844, after a second trial, Alson S. Sherman was elected mayor. He was a builder and contractor from Vermont. He also served two terms as alderman, was at one time at the head of the fire department, and was a member of the Board of water commissioners ten years. He is still living at the age of eighty-two years (1893) at Waukegan.

In 1846 the whigs succeeded in electing their mayor in the person of John P. Chapin, who had previously served a term as alderman. He was a leading merchant, a member of the firm of Wadsworth, Dyer & Chapin, who were also large packers of pork.

James Curtiss, a native of New York, was a lawyer by profession, and previous to his election as mayor in 1847 had served as city clerk and alderman. He was again elected mayor in 1850.

James H. Woodworth, in 1848, added another to the list of democratic mayors, and to the large number of them who had come from New York. He reached Chicago in 1833 and was thenceforth as miller, banker, and public official one of its most valued citizens. He represented the city in the legislature, both senate and house (1838-41), and was re-elected mayor as his own successor in 1849. In 1854 he was elected to Congress on the anti-Nebraska ticket, and when the Civil war broke out was appointed by Governor Yates one of the Board of army auditors.

As will be seen by reference to table, page 103, other of the pioneers of Chicago whom her citizens have since "delighted to honor" were connected with the city government during this period. Thomas Hoynes, conspicuous at the bar and in public life,—Mark Skinner, an efficient member of the legislature and a distinguished ornament of the bench—George Manierre, a leading member of the bar and an eminent jurist,—Henry Brown, of great learning and signal ability as lawyer and writer, author of a History of Illinois (1844)—Giles Spring, one of Chicago's first lawyers, as were also Charles H. Larrabee and Patrick Ballingall—George W. Dole, the city's most distinguished pio-

neer merchant, an honored and useful citizen for nearly half a century.*

In this connection, as it is a political one, the changes in the office of postmaster are given. John S. C. Hogan continued in the office until March 3, 1837, when he was succeeded by Sidney Abell, and

*ALDERMEN.

1837.—(1st ward) I. C. Goodhue, Hiram Pearsons; (2) Francis C. Sherman, Peter Bolles; (3) John D. Caton; (4) John S. C. Hogan, Asahel Pierce; (5) Francis C. Taylor; (6) Bernard Ward, Samuel Jackson.

1838.—(1) Eli B. Williams, E. H. Haddock; (2) J. S. C. Hogan, James Curtis; (3) J. D. Caton; (4) F. C. Taylor, A. Pierce; (5) Henry L. Rucker; (6) George W. Dole, Grant Goodrich.

1839.—(1) James A. Smith, Oliver H. Thompson; (2) Eli S. Prescott, Clement C. Stone; (3) Wm. H. Stow, Ira Miltimore; (4) Asahel Pierce, John Murphy, Jr.; (5) H. L. Rucker, John C. Wilson; (6) John H. Kinzie, Buckner S. Morris.

1840.—(1) Julius Wadsworth, Orsemus Morrison; (2) Augustus Garrett, James Carney; (3) John Gage, Ira Miltimore; (4) Seth Johnson, William O. Snell; (5) H. L. Rucker, William Allen; (6) Wm. B. Ogden, Richard J. Hamilton.

1841.—(1) Charles Follansbee, John Davlin; (2) Peter Page, Jason McCord; (3) Ira Miltimore, Wm. H. Stow; (4) Wm. O. Snell, G. W. Rogers; (5) H. L. Rucker, Samuel Greer; (6) George F. Foster, James L. Howe.

1842.—(1) Norman B. Judd, John Calhoun; (2) Caleb Morgan, Charles McDonnell; (3) Hamilton Barnes, Alson S. Sherman; (4) Daniel Elston, Eben C. Chaloner; (5) George Brady, Edward Carroll; (6) George O. Bryan, George W. Dole.

1843.—(1) Hugh T. Dickey, Cyrenus Beers; (2) Charles Sauter, Jason McCord; (3) Azel Peck, Charles Taylor; (4) John Murphy, Wm. S. Warner; (5) John Cruver, Samuel Greer; (6) J. Marback, George W. Dole.

1844.—(1) John P. Chapin, Asher Rossiter; (2) Samuel W. Tallmadge, Wm. Wheeler; (3) Ira Miltimore, Hamilton Barnes; (4) John Murphy, Jr., Asahel Pierce; (5) Thomas Brown, Patrick Kain; (6) B. S. Morris, Michael Diversey, James H. Rees, vice Morris resigned.

1845.—(1) J. Young Scammon, Thomas Church; (2) Robert P. Hamilton, James H. Woodworth; (3) Francis Edwards, Francis H. Taylor; (4) Asahel Pierce, Thomas McDonough; (5) Elihu Granger, Samuel Grier; (6) Mahlon D. Ogden, Richard C. Ross.

1846.—(1) George Manierre, Levi D. Boone; (2) N. H. Bolles, Andrew Smith; (3) Michael Kehoe, James Curtiss; (4) Henry Magee, Joseph Wilson; (5) Samuel Grier, Elihu Granger; (6) Richard C. Ross, William M. Larrabee.

1847.—(1) James H. Woodworth, Peter L. Updike; (2) Levi D. Boone, Isaac Speer; (3) B. W. Raymond, John Brinkerhoff; (4) Robert H. Foss, Charles McDonnell; (5) Thomas James, John Sheriffs; (6) Asahel Pierce, Henry Smith; (7) Elihu Granger, Charles Sloan; (8) Wm. Snowhook, James Lane; (9) Wm. B. Ogden, Michael McDonald.

1848.—(1) Edward Manierre, Peter L. Updike; (2) H. L. Rucker, Isaac Speer; (3) Wm. Jones, J. Brinkerhoff; (4) Robert H. Foss, Charles McDonnell; (5) John C. Haines, Thomas James; (6) Asahel Pierce, Henry Smith; (7) Peter Turbot, Charles Sloan; (8) Wm. B. Herrick, James Lane; (9) Samuel McKay, Michael McDonald.

the office was removed from Franklin street to the Bigelow building, on Clark street. William Stuart succeeded Mr. Abell July 10, 1841, and the office, which had been for some time located in the Saloon building, was removed to No. 50 Clark street, where it remained ten years. On the incoming of Polk's administration Gen. Hart. L. Stewart was appointed postmaster, but not confirmed until February 3, 1846. He was the first Chicago presidential appointee to this position.

Chicago's first members of the general assembly after the formation of Cook county were James M. Strode in the senate (1832-36) and Benjamin Mills (1832-4) in the house, both of them residents of Galena. At the same time (1832-4) Gurdon S. Hubbard was a member of the house from Vermilion county. By reason of his relations with Chicago he was perhaps a more direct representative of the interests and wants of that village than either of the others, giving, as he did, his best efforts toward shaping canal legislation.

Colonel Strode, a Kentuckian by birth, was subsequently register of the land office and prosecuting attorney. He was also one of the "heroes" of the Black Hawk war.*

* It was Col. Strode, so the tradition goes, who made the grandiloquently humorous and bombastic report of Stillman's defeat and the part he bore therein. This, it will be remembered, was the defeat by Black Hawk and forty of his braves, of a force under Major Stillman of 275 rangers, who recklessly attacked him and were led into an ambush, where he had them at his mercy and who, notwithstanding the efforts of some of their officers, waited not for a second volley from their dusky antagonists, but fled incontinently from the field, leaving behind eleven killed and two wounded.

This report (see Gov. Ford's History of Illinois, p. 119) was as follows: "It was just after twilight, in the gloaming of the evening, when we discovered Black Hawk's army coming down upon us in a solid column; they deployed in the form of a crescent on the brow of the prairie and such accuracy and precision of military movements were never witnessed by man; they were equal to the best troops of Wellington in Spain, and what was most wonderful, there were large squares of cavalry resting upon the points of the curve, which squares were supported again by other columns fifteen deep, extending back through the woods and over a swamp three-quarters of a mile, which again rested upon the main body of Black Hawk's army bivouacked upon the banks of the Kishwaukee. It was a terrible and glorious sight to see the tawny warriors as they rode along our flanks attempting

John Hamlin was the next representative, 1834-6.

In 1836 Peter Pruney, whose name appears among the merchants of Chicago, was elected senator on the democratic ticket; and Albert G. Leary, a lawyer from Maryland, and nephew by marriage of President Tyler, from Chicago, an independent candidate; John Naper from Naperville, and James Walker, both democrats, were the representatives.

In 1838 Ebenezer Peck, widely known in legislative and political circles as the reporter of the supreme court, and judge of the United States court of claims, was elected senator, and Gholson Kercheval (formerly a sutler in the army), Joseph Naper and Richard Murphy, from McHenry Co., representatives.

Mr. Peck, having resigned, was succeeded in the senate by Judge John Pierson in 1840, Mr. Peck being elected to the house, together with Messrs Leary and Murphy, re-elected.

In 1842 Samuel Hoard, subsequently clerk of the circuit court, and postmaster of Chicago, was elected senator, and Hart L. Stewart, and Lot Whitcomb, of Cook, and Richard Murphy, of Lake were the representatives.

In 1844 Norman Buel Judd entered upon his long career as senator, serving until 1861—the representatives elected this year (1844) being Isaac N. Arnold, Francis C. Sherman, Hart L. Stewart, of Cook, and H. Butler of Lake county.

In 1846 those elected to the house were Mark Skinner, F. C. Sherman, J. J. Everett from Cook, and Geo. Ela from Lake.

The Mexican war, which occurred during

to outflank us with the glittering moonbeams glistening from their polished blades and burnished spears. It was a sight well calculated to strike consternation to the stoutest and boldest heart, and accordingly our men soon began to break in small squads, for tall timber. In a very little time the rout became general, the Indians were upon our flanks and threatened the destruction of the entire detachment. About this time Maj. Stillman, Col. Stephenson, Maj. Perkins, Capt. Adams, Mr. Hackleton and myself, with some others, went back to the rear to rally the fugitives and protect the retreat; but in a short time all my companions fell, bravely fight-

this period, it may be as well to state for the benefit of the reader of a later generation, grew out of the annexation to the United States, March 1, 1845, of the republic of Texas, formerly a province of Mexico. In April, 1846, a collision occurred on the Rio Grande between the forces of the United States there stationed, and those of Mexico. Congress, in May, 1846, having resolved that a state of war existed between the two governments, authorized the President to call for fifty thousand volunteers to aid in its prosecution. The State of Illinois was called upon to furnish as her quota of this number three regiments of infantry for twelve months service. Thirty-five companies promptly responded, and were organized at Alton. Col. E. D. Baker, then a member of Congress from Illinois, was authorized to raise an additional regiment, which was easily done from companies already tendered. On April 19, 1847, in response to a second call for troops, Illinois sent two other regiments into the field.

The response to the President's call, notwithstanding the forbidding character of the service in so warm a climate, was no less enthusiastic in Chicago than in other portions of the State, and two companies were at once raised, one commanded by Captain Lyman Mower, and the other, at first, by Capt. Elisha Wells and subsequently by Michael P. Smith. These companies, the first as K and the second as B, made a por-

ing hand to hand with the savage enemy, and I alone was left upon the field of battle. About this time I discovered not far to the left a corps of horsemen who seemed in tolerable order. I immediately deployed to the left, when leaning down and placing my body in a recumbent position upon the mane of my horse, so as to bring the heads of the horsemen between my eye and the horizon, I discovered by the light of the moon that they were gentlemen who did not wear hats, by which token I knew they were no friends of mine. I therefore made a retrograde movement and recovered my former position, where I remained for some time meditating what further I could do in the service of my country, when a random cannon ball came whistling by my ear, and plainly whispered to me, "Stranger, you have no further business here." Upon hearing this I followed the example of my companions in arms and broke for tall timber, and the way I ran was not a little, and quit."



Stephen H. Gale



tion of the first regiment under command of Col. John J. Hardin. *

The first and second regiments were pushed immediately to the front with General Taylor and participated in the noted battle of Buena Vista. The General says in his report that they served immediately under his own eye, and that he bore "willing testimony to their excellent conduct throughout the day."

Having served out their time these regiments were discharged at Carmayo June 17, 1847.

As under the first call for volunteers the response brought out a great many more companies than could be received, but under the successful efforts of Col. Richard J. Hamilton, the company raised in Chicago, "on ten hours' notice," originally as a cavalry com-

pany, was received as an infantry company (F) in the Fifth Illinois Regiment, commanded by Col. Edward W. B. Newby.†

The Fifth regiment served in New Mexico, mostly at and near Santa Fe. It returned home and was mustered out at Alton, Oct. 18, 1848. Although it was not engaged in any battles, its losses by death were very heavy—Company F losing ten per cent. of its members. The regiment was highly spoken of for the soldierly qualities and good conduct of its officers and men.

In the Sixth regiment, commanded by Col. James Collins, the names of quite a number of Chicagoans were also found.†

* ROSTER OF COMPANY K.

Captain Lyman Mower, First Lieut. William Erwin; Second Lieut's: Samuel M. Parsons, Matthew Moran; Sergeants: Joshua Herrindan, Frederick Hailborn, Augustus Tilford, Dewitt C. Davis; Corporals: Samuel Scott, Charles Banks, Benjamin Van Vrankin, George D. Slack; Musicians: John Helms, Augustus Stemple; Privates: Simon Atby, Philip Asant, David Baker, Lewis Battelman, Adam Black, Michael C. Brennan, Henry Bruner, George C. Bunker, James Carle, James Curtin, Franklin Carney, Edward Devoe, David Dolson, John H. Durling, Stephen Elam, Harmon Ellering, Isaac English, Charles Fowk, Abraham Franks, Tina P. Fuller, Eliacane Gardner, John Gardner, Jonathan Groves, Luther Groves, Lyman Guinnip, Austin Handy, Michael Hyde, Nelson Johnson, Cyrus Lathrop, McCarty Michael, Jacob Miller, John Miller, Charles Myers, Wm. P. Olmstead, Christian Osmand, George Phettiplace, Wm. Phinsey, Henry Porter, Frederick Rikon, W. H. H. Robinson, Frederick Roth, Edward F. Rowe, Hannon Secomb, Frederick Shrader, Aug. Steinhause, John H. Temple, John Warian, James Walker, Samuel Waters, Frederick Weaver, Frederick Wenter, John Wills, Freeman Willett, John Wise.

ROSTER OF COMPANY B.

Captains: Elisha Wells, Michael P. Smith; First Lieut. Patrick Higgins; Second Lieut's: Wm. A. Clark, Elias B. Zabriski; Sergeants: Arthur Perry, Abraham Peters, Chauncey H. Snow, Alfred Wrose; Corporals: Patrick Mehan, L. M. Matthews, George Mackenzie, George P. Wilmot; Musicians: D. M. Burdick, Dol Bizby; Teamster: Augustus Mueinchhausen; Privates: Wm. O. Anderson, Patrick Burk, James A. Blanchard, John Binkholder, Thomas J. Burr, John Bisbee, John D. Boneby, Peter Conover, Patrick Clemens, Henry Crane, Bradley Chandler, Junius Dilly, Thomas Dilly, Peter Dolan, James T. Edson, Simeon L. Ellis, Leroy D. Fitch, Michael Fenton, Thomas Gavin, Edward D. Garregus, Hiram Gun, Dennis Griffin, Thomas Gorman, James Gitty, John Howland, William Hoage, Edward Huzey, Michael Hoff, George W. Krebs, Solomon Kirkham, Patrick Murry, John Molone, Philip Mains, Thomas S. Moore, James O'Rourke, Francis Quinn, Joseph H. Pratt, Thomas Riley, B. A. Richards, John L. Smith, Jeremiah Sullivan, Barney Leary, O. C. Tyler, George W. Underhill, Edward Wright, Thomas P. White, S. T. Woolworth.

† ROSTER OF COMPANY F.

Captain, Thomas B. Kinney; First Lieutenants, Murry F. Tuley (for many years a judge of the circuit court of Cook county, and still on the bench), Alban V. Morey; Second Lieuts. Richard N. Hamilton, James M. Hunt, John A. Knights; Sergeants, W. M. Forsyth, George E. Brinsonard, John D. Godrich, Charles C. P. Holden (the historian of the regiment, (and still living), Albert S. Woodford; Corporals: George Hewett, Davenport Morey, Asa H. Cochran, James Rose; Fifer, Charles Styles; Drummer, George Cannon; Privates (including those from the company of James R. Hugunin, which was rejected as a separate organization), Anderson Ashley, Peter Backman, Nelson Barnum, Erastus D. Brown, Bretson W. Brunker, John M. Bour, John Burns, George W. Case, Richmond S. Danforth, August Eberhard, Stephen Emory, James Foster, William P. Gregg, John P. Girard, Amos N. Griffith, Joseph Gardner, Harvey Hall, Edward Heegan, Alan-son Halleck, Lyman Herrick, John W. Hepwell, James R. Hugunin, Seth Huntington, Daniel Huntley, Ivor Johnson, Jacob Kensling, Frederick Kratzer, Henry Lahr, Lorenzo D. Loring, Rufus Lord, Orange C. Martin, Wm. Martin, Wm. Matthews, Wm. McClain, Charles J. McCormack, William McCulley, Lorenzo D. Maynard, James D. Morgan, Morris H. Morrison, Joshua Morrison, Theophilus Michael, George Morteller, Wm. Mudge, Dwight Napier, Phineas Page, James V. Ramsden, Valentine Reinhard, Thomas Riley, Nicholas Rodholtz, John S. Ralph, Thomas Deacon, Augustus H. Seidler, Julius C. Shaw, Julius C. Shepard, Henry Dwight, John W. Strebel, Gotrich Stroth, Alexander H. Tappan, Freeman Thornton, Christopher F. Uthro, Levi R. Vantassel, James Warren, June Warren, Wm E. Warren, Seymour Whitbeck, Adam Wiley, James Williams, James C. Young.

‡ Names of residents of Chicago in the Sixth Regiment: In Company A, Martin Clark, Lewis Johnson, Damon C. Kennedy, Aaron Messecha, Thomas Mullen, Martin McRorh, James McDonald, Job A. Orton, Wm. A. Thornton; Company E, Thomas C. Jones, Lockwood Kellogg, Frank Smith, John Worrell, Charles Brown, George Robinson; Company F, Andrew Bander, James R. Ross, Vernon J. Hopkins, Wm. A. Hedges, James M. Johnson, Henry McGuire, Andrew MacKay, James A. Nelson, John Reynolds; Company I, Joseph R. Anderson, Artemus L. Benjamin, Henry Blowney, Lafayette Lock, Thomas Pollard, Hugh Riley; Company K, Edward Connuff, John Reed, Clark W. Roberts, Timothy Ryan, Hiram Shook.

During 1846-7 a large number of volunteers were recruited for the Mexican war under the "Ten Regiment Bill," but the "Black Hawk and Mexican war records," published by the State under the direction of Adjutant-General Isaac H. Elliott (1882), only gives the names of the recruits without specifying their residence, so that those from Chicago and Cook county, sufficiently numerous, it is claimed, to make four full companies, cannot be given. Hon. C. C. P. Holden, who has given the subject considerable study, estimates the entire number from Cook county at 790—its full proportionate share according to population.

The greater portion of these Mexican war soldiers have long since joined the great army of the dead, only the following being known as still living, namely: Capt. Lyman Mower, Milwaukee, Wis.; J. R. Bisbee, Lyman Guinnip, August Stemhouse, George W. Savery, D. L. Juergens, Nelson Barnum, John E. Kimberly, Lewis A. Kimberly, Murry F. Tuley, Charles C. P. Holden, Chicago; Henry Budde, Morton's Grove, Ill.; William Heldman, Dixon; Xmunch Joliet; Morris Neff, Naperville; Wm. P. Gregg, Ottawa.*

* See records of the Black Hawk and Mexican wars by I. H. Elliott, Adjt.-Gen.; and a paper by C. C. P. Holden, *Andreas' History*, I, 279-80.

CHAPTER VIII.

1849 TO 1860.

Chicago, in 1848, was in every respect a flourishing city of twenty thousand inhabitants. The period of doubt, depression, and adverse circumstances had been happily passed, and she now fairly entered upon that career of development and expansion which has been marvelous to behold. The city at this time was nearly as large as Detroit or Rochester, nearly half as large as Albany or Cincinnati and about one-third the size of St. Louis. She could boast of a dozen newspapers—three of them daily—an efficient fire department, of four district schools with fourteen hundred scholars, of her Lyceum, Mechanics' Institute, her one college, the Rush Medical, and of her fifteen churches.

But at the beginning of that year she had neither railroads nor canal, nor any other means of communication with the outer world than by wheeled vehicles and vessels on Lake Michigan. It required seven days to make the trip from New York to the city by rail and boat. When anything went wrong with the roads the city was deprived of its mail—sometimes for a week. It could boast of no sewers, nor were there any sidewalks except a few of plank here and there, nor paved streets. The streets were merely graded to the centre, like country roads, and in bad weather were impassable. A mud hole, deeper than usual, would be marked by sign-boards with the significant notice thereon, "No bottom here; the shortest road to China." There was no gas, and water continued to be supplied from carts by the bucketful. There were no omnibusses, cabs, nor horse cars, nor cars of any kind, and much less telegraphs or tele-

phones. Wabash avenue, between Adams and Jackson streets, was regarded as out of town, where wolves were yet occasionally seen prowling about, and where the few residents in that neighborhood kept their cows, and lived in true country fashion.

Among the events which contributed most largely to the growth of Chicago, the completion of the Illinois and Michigan canal is entitled to the first place, which momentous achievement was signalized by the passage of the first canal-boat (the General Fry), over the Summit Level, from Lockport to Chicago, April 10, 1848. The first boat which passed through the entire length of the canal from LaSalle to Chicago, the General Thornton, arrived at the latter place April 23d of the same year. This long-hoped-for consummation was celebrated at Lockport, April 16th, where at noon boats from Chicago met those from LaSalle, both crafts being laden with exultant passengers, including the canal officials and prominent citizens. Mayor James H. Woodworth delivered an address of welcome, and G. A. Parks a set oration. The canal was formally declared open by the trustees and the large audience responded with enthusiastic cheers.

The importance of this means of communication was at once demonstrated by the fact that the first boat to pass through the line included in its freight some hogsheads of sugar from New Orleans, which were re-shipped from Chicago to Buffalo, arriving there two weeks before the first boat by the Erie canal. The amount of tolls received the first year was \$87,890; in 1849, \$118,375; in 1850, \$125,504, and the beneficial influence of this great internal improvement upon the

trade of the city, as predicted by its friends, was fully demonstrated.

The annexed table, from the report of the trustees for 1851, shows the yearly increase in the transportation of some of the principal articles of freight the first three years of its business:*

*CANAL RECEIPTS.	1848.	1849.	1850.
Pork, barrels.....	3,428	9,398	12,923
Salt.....	32,656	58,853	24,609
Sugar, pounds.....	3,219,122	4,218,298	5,680,624
Merchandise, pounds.....	4,948,000	9,176,943	10,372,623
Wheat, bushels.....	451,111	579,598	417,036
Corn,.....	516,230	754,288	317,674
Coal, tons.....	5,414	7,579	3,361
Lumber, thousand feet	15,425,357	26,882,000	38,687,528

The business of the canal continued to increase for years, the highest receipts, amounting to \$302,955, not having been reached until 1866, since which time they have gradually fallen off on account of the competition of railroads.*

RECEIPTS AND EXPENSES IN DETAIL.

Year.	Receipts.	Expendit's	Year	Receipts.	Exp'nd't's
1848	\$ 86,890	\$ 43,197	1870	\$149,635	\$108,695
1849	118,375	70,922	1871	159,050	97,222
1850	125,504	58,415	1872	165,874	88,876
1851	173,300	58,475	1873	166,641	81,098
1852	168,577	33,508	1874	144,831	73,798
1853	173,372	44,770	1875	107,181	74,511
1854	198,326	55,542	1876	113,793	91,585
1855	180,519	70,573	1877	96,913	110,918
1856	184,310	91,458	1878	84,330	82,839
1857	197,830	103,082	1879	89,064	97,701
1858	197,171	58,088	1880	92,296	125,601
1859	132,140	54,432	1881	85,130	108,223
1860	138,554	52,583	1882	85,947	105,412
1861	218,040	55,061	1883	77,975	116,756
1862	264,657	55,362	1884	77,112	99,280
1863	210,386	62,715	1885	66,800	86,393
1864	156,607	66,107	1886	62,516	72,430
1865	300,810	124,869	1887	58,024	71,385
1866	303,958	116,363	1888	56,028	76,845
1867	252,231	162,656	1889	65,305	85,478
1868	215,720	122,052	1890		
1869	238,759	91,765	1891		

The item of expenditures includes all extraordinary repairs, renewals and hydraulic works.

The energies of the business men of Chicago were now fully aroused and became as

active as they were resistless. At first they missed the long lines of

wagons with grain and produce brought to their doors from the country west and south for a hundred miles, and were inclined to depreciate the apparent loss of trade; but

* The entire cost of the canal, excluding the amount paid Chicago for deepening, as reported by Daniel C. Jenne, the chief engineer, March 1, 1879, was as follows: Expended by the canal commissioners, \$5,133,062; expended by the canal trustees, \$1,424,619. Total, \$6,557,681.

they soon discovered that the business which had previously been transacted only in a retail way was now suddenly transformed into a wholesale trade, which footed upon their ledgers thousands of dollars, in the place of hundreds as formerly. And notwithstanding the prevalence of cholera in 1849 and in 1850 in a violent form, largely swelling the death rate, new warehouses were built, as well as substantial business blocks; new streets were opened and built upon, and improvements of a permanent and valuable character made on every hand, while the price of real estate steadily advanced.

Chicago was not content, however, with the one channel of communication with the West and South afforded by the canal. While its great benefits were fully appreciated it was felt that its reach and capacity were not sufficiently broad and comprehensive. It opened the way to the valleys of the Illinois and the Mississippi, but there were other worlds to conquer. The rich prairies of Wisconsin, Iowa and Minnesota, which could only be reached, and their resources tapped and made contributory to the progress of Chicago, by the more speedy means of the railroad, must also be invaded. The East, and indeed the South, were breaking down the barriers of time and space by means of the iron horse; why not the West? The great scheme of internal improvement, set on foot by

our ambitious but inexperienced

legislators in 1837, so wisely conceived but so foolishly carried out, had left, as the result of the reckless expenditure of millions of dollars, but one completed road, that from Meredosia on the Illinois river to Springfield, and even that had been sold by the State in 1847 for twenty-one thousand dollars. And this fifty-three miles of railroad was the only line in this great agricultural State.

The question of constructing a railroad from Chicago had indeed been agitated in

1836, and by many that mode of transportation was urged as being preferable to a canal; and

The Galena & Chicago Union Railroad.



George Manierre

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OF THE

while the construction of the last named improvement was still in doubt, a charter had been obtained from the legislature of 1835-6 for the building of a railroad to be called the Galena & Chicago Union, connecting the two points named, precedence being given in the title of the corporation to Galena, because of its supposed greater commercial and numerical importance at that time. Surveys of the proposed route were begun in 1837, and some work was done in that and the following year; but the failure to raise the necessary funds during the financial depression then existing compelled the abandonment of the enterprise.

The people residing along the line of the proposed route, especially those of the beautiful Rock river valley, continued, however, to agitate the question of improved facilities of communication with the young metropolis on Lake Michigan. At their suggestion a large and enthusiastic convention, composed of three hundred and nineteen delegates, was held at Rockford, midway between Chicago and Galena, in 1846, to adopt measures for the building of a railroad connecting these points. As the outcome of this movement, the old charter was amended in 1847 and the company re-organized, with Wm. B. Ogden as president, assisted by an enterprising directory. The first ten miles of the road were constructed with a strap rail, and operations commenced with a second hand locomotive, the "Pioneer," purchased in New York, and six old freight cars, December 15, 1848. By January 22, 1850, Elgin was reached, a distance of forty-two miles; Belvedere, December 3, 1852; Freeport, in 1853; and Dixon, in 1854. At Freeport, in 1854, the Illinois Central, which had then reached that point, was made the continuation of the main line to Galena and Dubuque. By arrangement with the Mississippi & Rock-River Junction Company, a complete line was opened from Chicago to the Mississippi river at Fulton in 1855.

The Illinois & Wisconsin Railroad Company, which constructed a line from Chicago

to Cary in 1854, was consolidated in 1855 with the Rock River Valley Union Railroad, the new corporation being called the Chicago, St. Paul & Fond du Lac Railroad Company, which was the basis of the great corporation now known as the Chicago & North-Western Railroad Company, and of which the Galena & Chicago Union was the nucleus.

While work was being successfully prosecuted upon Chicago's first railroad, the beginning of the second line, that of the Chicago, Burlington & Quincy, was inaugurated. Its first ten miles were constructed from Turner Junction to Aurora in 1850, under the name of the Aurora Branch Railroad. By the various consolidations of this company a continuous line was operated from Chicago to Burlington, Iowa, on the Mississippi, by March 1, 1855, and to Quincy the year following.

The first railroad to enter the city from the East was the Michigan Southern, afterwards a constituent part of the Michigan Southern. Lake Shore & Michigan Southern, on February 20, 1852, followed on May 21 by the Michigan Central, which came into the city from Kensington on the line of the Illinois Central, this being the first portion of that road completed. Both of the Michigan corporations were originally local, and their lines partly built by the State. The former has only fourteen miles of its main line in Illinois and the latter only six.

The next railroad to enter Chicago was the Chicago, Rock Island & Pacific, upon which the work of construction The C. R. I. & P. was begun April 10, 1852. The principal contractor and leading spirit of this enterprise was Henry Farnam, from New Haven, who afterward became president of the corporation. The energy with which he prosecuted the work was unprecedented. By October, 1852, the road was completed to Joliet, and to Morris, 62 miles, January 5, 1853; to Ottawa, 84 miles, February 14; to Peru, 100 miles, March 21; to Geneseo, 159 miles, December 19, and to Rock Island, 181

miles, February 22, 1854. The bridge across the Mississippi was completed April 21, 1855, and the line continued west to the Missouri river, reaching that point in 1869.

The Illinois Central railroad, a charter for the construction of which was granted in 1850, and the contemplated length of the main line of which was 705.5 miles, was not completed until September, 1856, but portions of the line were operated as construction proceeded; that from Chicago to Urbana, 120 miles, in July, 1854, thus opening a long needed outlet to the middle and southern portions of the State.

The Chicago & Alton railroad was the result of an enterprise which originally contemplated the building of a line from Alton to Springfield, under a charter to the Alton & Sangamon Railroad Company, of date February 27, 1847. As work progressed and the idea of continuing the line to Joliet was conceived, the name was changed to the Chicago & Mississippi Railroad Company. Captain Benjamin Godfrey was the originator and patron of the first project, and Henry Dwight of the second. The Joliet & Chicago Railroad Company, incorporated in 1855, completed its road, under the management of T. B. Blackstone, in 1857, it subsequently becoming a part of the main line of the Chicago & Alton by perpetual lease. The line was not in operation from Chicago to St. Louis until January 1, 1865.

The line from Chicago to Milwaukee, subsequently a portion of the Chicago, Milwaukee & St. Paul railroad, & St. P. was constructed in 1854.

The Pittsburg, Fort Wayne & Chicago, line, having 14½ miles of road in Illinois, was the third to enter the city from the east, reaching its destination in 1856.

All of the ten railroads above mentioned were originated, begun and prosecuted within five years of each other, and all of them became, and now are, among the great trunk lines of the country.

From 1848 to 1855, indeed, was the great railroad building era (a more extended account of which will be given in the chapter on railroads) in this country, during which time there were more miles constructed than during any like period before or since. While Chicago people were fully alive to this marvelous spirit of improvement, it must be confessed that their own investments in that direction were not large; and while many other cities and towns made liberal subscriptions in stock to aid enterprises mainly for their benefit, the city of Chicago made no investments of that kind. The interests of her citizens were supposed to lie mostly in the West, and their efforts, by tongue and pen, if not by the expenditure of much money, had been mainly directed toward railroads leading in that direction. They seemed to regard the free outlet to the East furnished by nature herself in the great lakes as sufficient, and were therefore indebted to the enterprise and foresight of others for railroad connections with cities on the Atlantic coast.

By 1860 eleven trunk and twenty branch and extension lines of railroad, four thousand seven hundred and thirty-six miles in length, some of them reaching to the seaboard, with over \$13,000,000 earnings, paid tribute to the growth of Chicago.

The extent to which the canal had benefited the trade of the city has already been noticed. The magnitude of Chicago's unprecedented commercial expansion from this and all other sources, including railroads for the period now being considered, is perhaps best shown by a continuation of the table heretofore presented:

Table showing the valuation of real and personal property, and the population from 1849 to 1860.

YEAR.	REAL.	PERSONAL.	TOTAL.	POPULATION
1849..	\$ 5,181,637	\$ 1,495,047	\$ 6,676,684	23,047
1850..	5,685,965	1,534,284	7,220,249	28,269
1852..	8,189,069	2,272,645	10,461,714	38,733
1853..	13,130,177	3,711,154	16,841,331	60,052
1855..	21,637,500	5,355,393	26,992,893	80,028
1856..	25,892,398	5,843,776	31,736,174	84,113
1859..	29,871,983	6,681,397	36,553,380	95,000 +

+ Estimated.

The greatest proportionate growth of the city in population in any one year occurred in 1853, when the increase reached the extraordinary rate of sixty per cent; for the decade between 1850 and 1860 the increase was over three hundred per cent.

Every branch of business was stimulated to enlarged activity by the impulsive force of improved and vastly increased facilities of transportation. But in no direction was this more noticeable than in the grain trade, the capital employed in which was greater than that invested in any one branch of business in any other interior city of the Union. The total capacity of the grain warehouses in 1852 was estimated at 750,000 bushels, and there was but one steam elevator. In 1859 there were thirteen elevators, with capacities of 4,155,000 bushels. Shipments of wheat (and flour reduced to wheat) in 1848 were 2,386,000 bushels; in 1859 they amounted to 10,759,359 bushels. The number of bushels of corn exported in 1848 was 566,460; in 1859, 4,217,054. In 1854 the amount of cereals handled at Chicago exceeded that at St. Louis. Corresponding growth was seen in the live stock and lumber trades, and the entire value of the exports of produce from the city, and other articles not classed as merchandise, in 1859, was \$24,280,890—an increase of \$4,352,894 over that of 1858.

Previous to 1856, the trade in live stock had been transacted at the "Bull's Head" yards, on the corner of Madison street and Ashland avenue, which had been established in 1848. But such had been the increase of business that in 1856 the Sherman Yards, with new and enlarged quarters, capable of handling 30,000 hogs and 5,000 cattle, were established on Cottage Grove avenue.

In 1858 the Michigan Southern yards also began to receive a fair share of patronage in the handling of live stock; as did also the

Fort Wayne yards, which were situated on the corner of Stewart avenue and Mitchell street, on the West Side.

The number of cattle received in 1859 was 90,574—the number shipped, 35,974. The number of cattle shipped in 1853 was 2,657. The number of hogs received in 1859 was 284,496; and the number shipped, 212,840. The number of cattle slaughtered for packing in 1851 was 21,806; the number in 1859, 51,809; the number of hogs packed in 1852-3 was 48,156; the number in 1858-9 was 185,000.

The manufacturing industries of Chicago in 1848 were still in their infancy, and the value of the product for the entire county of Cook in 1850 was returned at \$2,562,583, on a capital of \$1,068,025. The value in 1856 was increased to \$15,513,063, on a capital of \$7,759,400; and the number of employes had increased from 2,081 to 10,573. These figures, owing chiefly to the financial difficulties of 1857, showed no improvement between that year and 1860.

While, notwithstanding the temporary check of 1857-8, the various departments of trade and commerce were making such giant strides in placing Chicago in the van of the great cities of the Union, the internal growth of the city itself, its various institutions and those enterprises whose development is generally found to be concurrent with intelligent progress, by no means dragged in the rear.

One marked improvement in the appearance of the city was to be seen in the character of the buildings erected, and the materials used in their construction. Previous to 1849 nearly all were of wood, and were as cheaply as they were hastily put together. As the growth of the city became more assured temporary tenements of wood commenced to give place to more substantial and permanent structures of brick and stone.

The first municipal edifice for the use of the common council, called the "Market

Building," was erected in 1848, on the corner of Randolph and State streets. It was two stories in height, and cost \$11,070, the material used being brick and stone.

A new combined court-house and city hall was erected in 1851-3, at a cost of \$111,000. It was three stories in height, besides the basement, which was used as a jail. Governor Reynolds, in his "Sketches of the Country," in 1855, describes it as being "a splendid and magnificent structure, standing in great majesty and grandeur on the public square." A city armory, city hospital and high school building were built in 1856.

The latter indeed, was the great building year of the period, and witnessed the erection of 145 stores, several hundred residences, seven churches and five hotels. The cost of these improvements made in the four years ending with 1857 was estimated to be \$18,306,300.

The first telegraphic dispatch received in Chicago was from Milwaukee, January 15, 1848, and the first one through ^{The} Telegraph. from the East April 6, 1848. The office was in the Saloon building, on the corner of Clark and Lake streets. By 1859 two companies were doing business in the city, the Western Union and the Illinois and Mississippi, both having offices located at Number 11 La Salle street.

The American Express Company, formed from the consolidation of Wells & Company, ^{Express} ^{Business.} and Livingston & Fargo, began doing business in the city in May, 1851. Adams & Company's California Express, established in 1849, was consolidated with other companies in 1854, under the name of the Adams Express Company.

A branch office of the United States Express Company was opened in Chicago May 1, 1854.

Among the elements essential to the health and comfort of the inhabitants of any city are light and pure water, the former of which has been more easily obtainable ^{Gas} ^{Works.} than the latter, although Lake

Michigan washes the shores of the city. In 1849 an act was passed by the legislature authorizing the formation of the Chicago Gas Light and Coke Company. The work of laying the mains and constructing the necessary buildings was completed in 1850, and the city was lighted with gas September 4 of that year.

This event formed an epoch in Chicago's history. The filling of the pipes with the lighting fluid and the bursting forth of the brilliant flames when a match was applied, illuminating with a new and beautiful light stores and streets and buildings, were watched with intense interest and delight by an admiring crowd of citizens.

The works were situated on the south side of Monroe street, near Market. The cost of lighting the city lamps was fixed at \$15 per post. By 1855, nearly seventy-eight miles of service pipe had been laid, and there were almost two thousand consumers of gas.

The water works first established had never given the people satisfactory results—the water generally being neither ^{Water} ^{Works.} pure nor sufficiently abundant in supply. In pursuance of the provisions of the act of February 15, 1851, the Chicago City Hydraulic Company was incorporated and a Board of Water Commissioners appointed, consisting of John B. Turner, Horatio G. Loomis and Alson S. Sherman.

The opposition which the new company encountered from the old one having been compromised by an amicable settlement, city bonds for \$400,000 were negotiated in April and August, 1852, realizing \$361,280, which enabled the city company to begin the construction of its new works at the foot of Chicago avenue during the summer of that year. The buildings and tower were completed in 1853. A timber crib was built 600 feet from the shore, and the water conducted thence into a well, whence it was pumped to the top of the tower, 136 feet in height. Reservoirs were built in each division of the city, of sufficient capacity to hold



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a night's supply. Water was first furnished from these new works February 12, 1854, up to which date they had cost \$393,045. By May 1, 1857, this sum had been increased to \$738,436, at which time the works were supplying 7,053 buildings with water.

The question of the drainage of the city, so important to the health of its inhabitants,

Drainage and
Sewage.

was one which occupied the perplexing endeavors of the city fathers for some years. The problem had to do with the unfavorable conformation of its site, which, when it was first surveyed, was found to be only from four to six feet above the river, rising, however, toward Michigan avenue, and being higher on the north and west sides. Manifestly there was scarcely sufficient fall for anything more than surface drainage and this was attempted with but very unsatisfactory results. The establish-

Raising the
Grade.

ment of a proper system of sewerage, which would insure dry cellars and dry streets naturally involved the adoption and construction of a much higher grade. This plan, which was finally agreed upon, involved the physical reconstruction of the entire principal part of the city, in fact, the whole of the old town on the south side, and two or three blocks from the river on the north and west sides, and their uplifting from four to seven feet above the original level.

This was certainly a gigantic undertaking, involving large expenditure and very considerable inconvenience to traffic. The work of constructing sewers and filling in began in earnest in 1856, the material used for the latter being the sand and mud dredged from the bottom of the river or taken from its banks, as its channel was being improved to meet the wants of increasing trade. The court house square and the adjoining streets were filled to grade in this way, the ordinary excavations for cellars and new foundations of buildings furnishing sufficient material for the remainder.

This great undertaking which was con-

tinued vigorously during the years 1857—1860, involved the raising of the buildings which had been previously erected, the first stories of which were thus brought below the level of the street, to conform to the new grade.

Owners of large brick blocks saw the streets rising before them, and their first stories changed to sub-basements. To this they strenuously objected appealing to the law for relief, but the circuit court, Judge Caton presiding, sustained the action of the city, and the work went on.

A young and enterprising contractor, George M. Pullman by name, then lately from New York, who had gained a valuable experience by raising houses on the Erie canal, stepped in and proposed to obviate the complaints of owners by raising the buildings to grade. To the surprise and wonder of an onlooking world this mechanical feat was so successfully accomplished that large buildings, entire blocks, indeed, of brick and stone, with their contents, were raised to the new grade without the breaking of a pane of glass, or the stoppage of ordinary business therein. Heavy timbers were placed in the cellars, bearing the weight of the walls, underneath which jackscrews were placed, one man being put in charge of four screws. At the word of command from the foreman, each man turned his jackscrew half around, and the entire structure, yielding to the pressure, gradually rose, the space thus made being built up with stone or brick. In raising the Tremont House it is said that five thousand jackscrews were employed, the guests of the hotel being ignorant of the work going on beneath them. The entire block of brick and stone buildings on the north side of Lake street, between Clark and La Salle, was thus raised without the interruption of a single day's business.

"This wholesale rising up out of the prairie mud gained for Chicago a notoriety equal to that she had attained by virtue of her commercial importance. The journals

of the East and of Europe were burdened with descriptions of the wonderful city which was achieving a feat almost equal to that performed by the man who lifted himself up by "tugging at his own boot straps."*

As the streets were filled up, they were supplied with pipes for sewage, water and gas.

With new streets came the demand for better pavements and sidewalks. It was deter-

mined that the old plan of Paving, planking, which had proved so

entirely unsatisfactory, but of which twenty-seven miles had been laid up to 1854, must give place to something more substantial. At first Macadam was tried, and used to a considerable extent—the stones having been broken up by the prisoners at the Bridewell; and then the cobblestone was experimented with on Lake and State and some others treets. These were followed by the Nicholson pavement, made of wooden blocks—a Chicago invention—which first began to be used in 1856 on Wells street. Proving a success, the same system was adopted for other streets, and came into general use. That laid on Washington street in 1857, constructed in part of beechwood blocks, was found to be in fair condition after ten years' use.

Up to the spring of 1854, one hundred and fifty-nine miles of sidewalk had been laid nearly all of plank. From this time forward stone began to be more generally used, and by the end of the decade the number of miles constructed was estimated to have reached over three hundred.

The improvement of the river and harbor during the period now under consideration

was continued, with results far from satisfactory, owing to insufficient appropriations and the want of scientific methods. Under the act of 1852 some work was done on the inner harbor, and in 1854 an attempt was made to dredge a ship canal through the bar which obstructed its entrance, but was only partially successful.

The widening and deepening of the river, which began in 1855, was continued the following year. In 1856 \$40,000 was expended in improving the harbor at Fort Dearborn and other work was done near the "Point" at a cost of \$43,000.

In this connection may be mentioned the great overflow, or ice flood, which occurred

Ice Floods of 1849. March 12, 1849. The ice in the

Desplaines river, after several days of heavy rains and melting snow banks, had broken up and so dammed up its waters as to turn them into Mud Lake, and thence sending the great flood into the Chicago river. The pressure of the water broke up the ice here also, which formed into packs and gorges, which, again breaking up by the swelling of the river, sent an irresistible flood of ice along its channel toward the lake. There were at the time tied up to its banks four steamers, six propellers, twenty-four brigs, two sloops, and fifty-seven canal boats. The moving mass carried everything before it, snapping hawsers as if they were mere plow lines, and sweeping every obstacle in its way. The bridges at Madison, Randolph and Wells streets only stayed its maddened course for a moment—these and all the others, including many wharfs, giving notice by the crashing vessels, falling spars and crushing timbers that they had become a prey to the angry and destructive flood. Opposite Kinzie's wharf the river was choked with sailing craft of every description, piled together in inextricable confusion. A large number of canal boats and many vessels were either badly injured or fatally wrecked, while others were cut loose from the east end of the gorge and escaped with but little damage, to the lake. The loss to the city was estimated at \$20,000, and to boats and vessels at \$88,000.

In the meantime, to cross the river resort was had to the primitive method of the ferry, or to extemporized bridges, made of boats and vessels. The main bridges were rebuilt as fast as possible—that at Madison street having been made ready for travel by June, Clark street July 3d, Wells and Kinzie streets

* History of Chicago, by Elias Colbert and E. Chamberlain.

by September, and the others about the same time.

The necessity of employing competent and efficient bridge-tenders was not fully recognized until, by the ordinance of March, 1852, they were required to give bonds for the faithful performance of their duties; and in January, 1854, they were made special policemen.

It was during this period that that great institution, the Chicago Board of Trade, came into existence. Although the idea had been broached before, it was not until March, 1848, that a preliminary meeting looking to the organization of the Board was held, which, after adopting a constitution, adjourned to the following April, when officers were elected. In April, 1849, was held the first annual meeting; and in April, 1850, the Board was reorganized under a general law of incorporation and adopted a new constitution. The annual meetings were held in April of each year, but it required many years for the members to adjust themselves to the mode of trading generally observed in such bodies. The attendance was ordinarily slim, and the interest in the proceedings could not be excited even by the daily furnishing of crackers, cheese and ale, for the refreshment of the members, tempting as was that bait.

In 1855 action was taken by the Board approving of the building of the Georgian Bay Canal; in 1856 it provided standards for the inspection of grain and lumber into different grades; and in 1857 reported resolutions embodying its views regarding the construction of the reciprocity treaty with Canada.

By the annual meeting of 1856 the Board began to be regarded as a permanent and useful institution; and membership as a desirable acquisition to merchants. The free lunch was abolished, cards of membership issued, and a doorkeeper appointed. By 1859 there were five hundred and twenty members, and the Board had come to be in a prosperous and healthy condition, both as to the amount of business transacted and influence exerted.

The volunteer fire department, efficient as it was in many respects, and adapted to the wants of a small city, was found to be unable

Fire Department.

to cope with a destructive fire, such as occurred in 1857, which resulted in the loss of nearly half a million dollars worth of property and twenty-three lives. It having been decided to organize the department on the more responsible and efficient basis of paid firemen, an ordinance to that effect was passed August 2, 1858. The first steam engine, called the "Long John," was introduced this year, and when tested was pronounced to be a great improvement over the old "machines."

Previous to 1859 the only means of local transportation was by omnibuses, of which,

Horse Railways.

in 1856, eighteen were in operation, making four hundred and eight trips daily. To these other lines were added until 1859, when the first city railway was constructed on State street, running south, which was followed by lines on Madison street west, and on Clark street on the north side the cars being drawn by horses.

As the city increased in population and material prosperity, the higher interests of the people were carefully and intelligently provided for. The

Schools and Colleges.

public school system continued to be improved, including the erection of commodious school-houses for the accommodation of the children, as they were demanded. The Board of Education was reorganized in 1857 (after the passage of the general school law), and at the close of that year there were ten public schools in the city, and over sixty teachers. At the close of the year 1858 the number of pupils enrolled was 10,786, and the number of teachers included seventeen males and sixty-two females.

The first annual report made by the president of the Board of Education was in February, 1859. Prior to 1858 the different schools were known by their numbers; names were then given to them as follows: No. 1, changed to Dearborn, 2 to Jones, 3 to Scammon, 4 to Kinzie, 5 to Franklin, 6 to Washington, 7 to Mosely, 8 to Brown, 9 to

Foster, 10 to Ogden. In 1859, the Newberry and the Skinner schools were erected. The number of pupils enrolled at the close of 1859 was 14,199.

The High School was organized October 8, 1856, and the first evening school in North Market Hall in the fall of the same year. A reform school was established in 1856.

In 1853 the Northwestern University (belonging to the Methodist Episcopal church) was founded in this city, and subsequently located at Evanston.

The Garrett Biblical Institute was established in 1855 and also located at Evanston.

The Chicago Theological Seminary was opened October 6, 1858.

The Chicago Historical Society was incorporated in 1856 with nineteen members.

Societies.

The Young Men's Library Association and the Academy of Sciences were founded in 1857. The Young Men's Christian Association was organized March 28, 1858.

The several church establishments in the city were no less prosperous during this period than organizations having

Churches.

for their objects merely worldly advancement or success in business. New and costly churches, no less than sixteen, from 1858 to 1860, of greatly improved architectural appearance, were erected in various parts of the city. Church membership largely increased, and the work of Sunday-schools and Bible and Missionary societies was successfully prosecuted.

The prosperity of any State or city depends very largely on the character of its medium

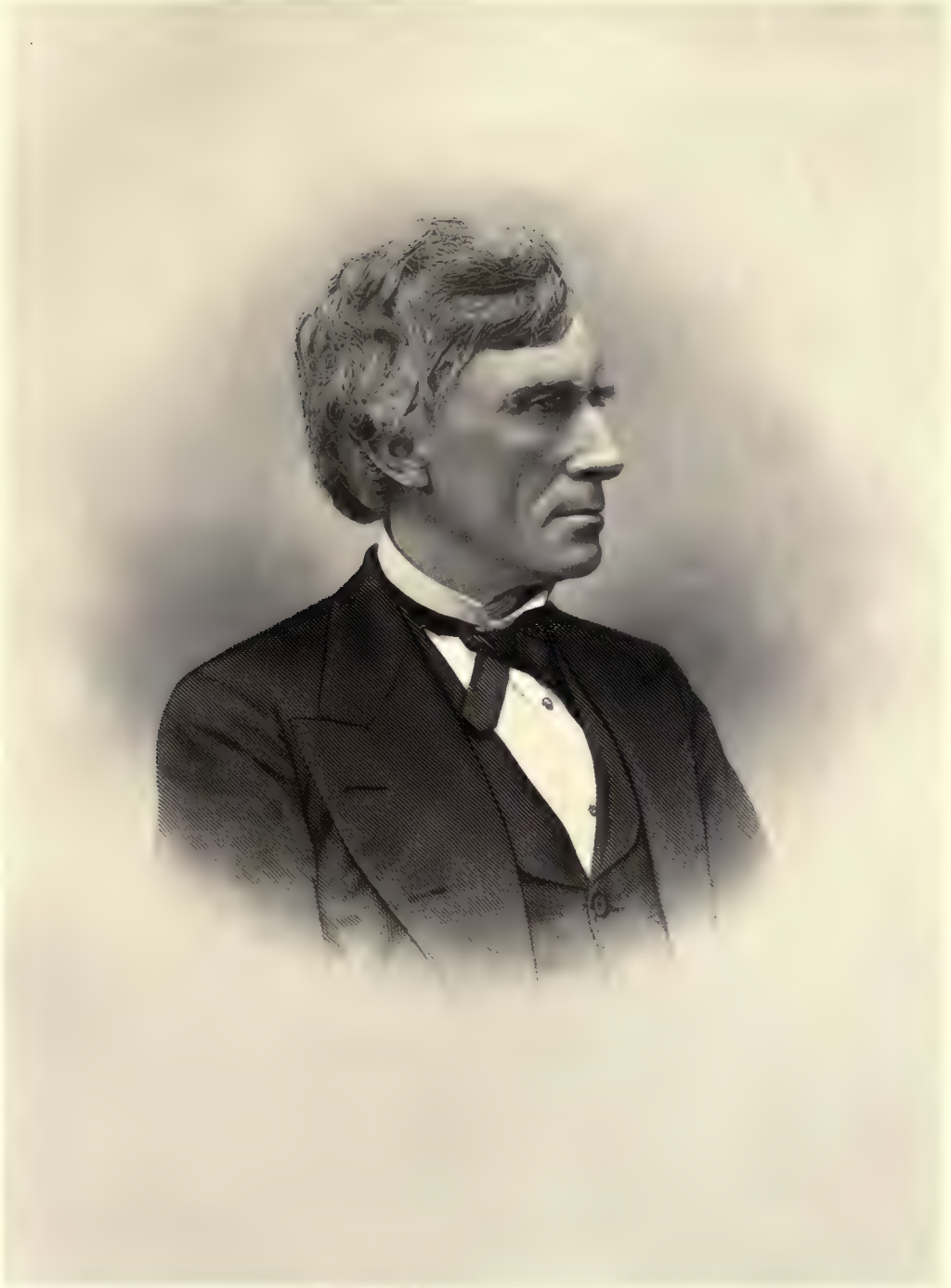
Money and Banks.

of exchange, called money. For the convenience and better accommodation of trade the circulating medium has frequently consisted of bank notes, whose value in coin depends upon the security upon which their issue is based. Chicago bankers were able and shrewd financiers, and without being successful in originating systems of their own accepted those presented to them and made the most of the situation. From the

time of the closing up of the branch of the State bank of Illinois in 1841 to the passage of the General Banking Law of 1853, Chicago was dependent entirely upon private banks for financial accommodations, and to banks of other States for the necessary currency with which to transact its daily business. But so anxious were the people for increased banking facilities that they were willing to accept the crude and imperfect free banking law above alluded to—its ratification by the voters, as required by the act, having been attested by a large majority at the polls.

The banks organized under its provisions were generally merely banks of issue, and made no pretense of doing a general business, such as receiving deposits, selling exchange and discounting paper. They were often located at out-of-the-way places where it would be inconvenient for business men to call upon them to redeem their circulation, which, by way of security, was based upon United States and State stocks, upon the depositing of which with the auditor that officer was authorized to issue to the association bills to the full market value of U. S. stocks and twenty per cent. less than the market value of State stocks. The security at the time was amply sufficient, and the four succeeding years, with these bank bills for the principal circulating medium, were the most prosperous Illinois had ever witnessed. And, indeed, with subsequent amendments of the law the system might have continued to work satisfactorily, without loss to the people, but for the extraordinary revulsion in financial affairs which occurred in 1857, and the threatened war of the rebellion of 1861, which had the effect of greatly depreciating the stocks of all southern States, whose bonds had been largely used as the basis of Illinois circulation.

The financial disasters of 1857 began with the failure of the Ohio Life and Trust Com-
Panic
of 1857.
pany, which precipitated the failure of over two hundred thousand business houses in the country, of



Truly Yours
Mark Twain

THE HISTORY

OF THE

EMPIRE

which three hundred and sixteen were in Illinois, including one hundred and seventeen in Chicago, with liabilities estimated at over six millions of dollars. All speculative business came to a standstill, as to a large extent, did that of house-building and improvements. The blow, affecting as it did all classes, was a severe one, and Chicago did not recover from its impeding influences for two years. Houses partly erected remained in an unfinished condition, land trades were canceled or closed out by the forfeiture of payments already made, and general business moved but slowly.

It may as well be stated here, that with but few exceptions the Illinois banks which were called upon to make good the diminution in value of their securities to protect their circulation responded favorably. By 1860 the number of banks had increased to one hundred and ten, with a circulation of \$12,320,964, but while their bills passed current in the State the banks did not pretend to redeem their issues in coin, and exchange on the East sold in Chicago as high as thirteen per cent. With the increasing probabilities of southern secession, those banks based upon southern stocks began to be discredited, and only those having northern securities were considered good. The winding-up process and sales of securities, which began in 1861, kept steadily on, so that by November, 1862, only twenty-two out of the one hundred and fifteen banks in the State were reported as solvent. The banks in liquidation paid on their circulation, on an average, about sixty cents on the dollar, involving an apparent loss to the people of about \$4,000,000; but this loss was so generally distributed through more than a year's business and was so amalgamated with current trading as not to work any particular hardship, as it would have done upon a sudden collapse. But long before the period here referred to, the financial condition of the people had changed, and a new system had been intro-

duced as a result of the war of the rebellion.

The efficient organization of the police force to meet the demands of a rapidly growing city was a question which frequently occupied the thought and attention of the municipal authorities.

Prior to 1851, prisoners were confined in a jail on the public square; a new prison, called the Bridewell, was founded pursuant to law, and opened in December of that year. It was located at the corner of Polk street and Fifth avenue. It was one hundred feet in length by twenty-four in width, and was constructed of three-inch plank set upright, and roofed with the same material. David Welsh was the first keeper.

When Dr. Boone was elected mayor by the American party in 1855, the council elected with him in April and June passed ordinances creating the police department, with a force of eighty or ninety men. While the old order of electing a marshal was continued, Cyrus P. Bradley was appointed chief of police.

With the election of Thomas Dyer in 1856 other changes in the police organization were made. The city was divided into three police districts, and a station established in each division, number one being located in the old market on State street, between Lake and Randolph; number two in the east end of West Market hall on West Randolph street; and number three in the south end of North Market hall on Michigan, near Clark street.

During the first administration of John Wentworth as mayor, four new wards were added to the city and the efficiency of the police made the prominent subject of his administration.

Under the administration of John C. Haines, 1858-9, the marshal's office for the first time had a force of its own, and the police department was mostly directed from his headquarters instead of the mayor's office.

Walter S. Gurnee, elected mayor in 1851 and re-elected in 1852, was born in New

York and came to Chicago in 1836.

Political. where he engaged in the business of a tanner and leather merchant and was also an extensive dealer in real estate, having been one of the founders of Winnetka. He returned to New York city to reside in 1863. Under his administration the Board of Health was created.

Charles M. Gray, successor to Mr. Gurnee, was also a native of New York. Coming to Chicago among the pioneers of 1833, he soon proved himself to be an enterprising and influential citizen. He was an active builder and contractor, street commissioner for three years, a manufacturer connected with the McCormick Reaper Company, first assistant of the city fire department, and after retiring from the office of mayor in 1854, entered the freight department of the Michigan Southern railroad as assistant general agent.

Isaac L. Milliken was one of Chicago's first mechanics; but not being content with life at the anvil, he entered politics and was elected an alderman, a county justice of the peace, and finally mayor. In 1856 he served as police magistrate. He was popular and served his constituents faithfully.

Under his administration (in June, 1854) the city adopted a new seal, which was in the form of two circles, between which

City Seal. were the words "City of Chicago, Incorporated March 4, 1837." Within the inner circle is a shield, emblazoned with a sheaf of grain. Over the shield an infant reposes on a sea-shell. At the left is an Indian with a bow and arrow; on the right, a ship in full sail. Underneath a scroll is inscribed the motto: "*Urbs in Horto*,"—"A City in a Garden."

The election of Levi D. Boone to the mayoralty in 1855 marks the beginning of a period of change in the political control of the city, which with but few exceptions continued until 1880. The action of Congress in 1854, in the passage of the act to organ-

ize the territories of Nebraska and Kansas, by which the Missouri compromise (of 1821), which prohibited slavery in the territories of the United States north of latitude 36 deg. 30 min., was in effect repealed, and by which the admission of slavery in these territories was left to the decision of the people therein, resulted in the complete wiping out of the lines which hitherto divided the Whig and Democratic parties. At the same time, to counteract what was supposed to be a threatened evil, namely, the domination of the foreign vote, which element had rapidly increased within a few years, the American or Know-nothing party was organized, and such another change of party relations as was then effected was never seen in this country before or since. Whigs were found to affiliate with Democrats and the latter, in the free States, to sever all political connection with their former friends. Many of those Whigs and Democrats who no longer felt at home in the old parties found a congenial resting place with the Know-nothings, while still another and rapidly-growing section of those who found themselves strongly opposed to the action of both the old parties on the slavery question, and yet unable to give their assent to the alleged one-sided view of the Americans, soon found a common ground of union and formed the Republican party. As a result of these political complications, three tickets were placed in the field at the municipal election of 1855. The outcome of this triangular contest was the election of Dr. Levi D. Boone, the American candidate, by a large majority.

This being also the year when the proposed Maine liquor law was submitted to a vote of the people of the State for their adoption or rejection, the temperance question received extraordinary attention and was excitedly discussed throughout the city.

In accordance with the shibboleth of the new party to "put none but Americans on guard," the eighty new policemen provided for by the new council and appointed by

the mayor, were all native born citizens. The mayor further signalized his opposition to the foreign element by an attempt to enforce the ordinance in favor of the Sunday closing of saloons; and to diminish their number and increase their respectability, as he argued, he recommended the passage of a new law raising the license fee from \$50 to \$300 per annum, which was passed.

The new administration soon found that the way of reform was not an easy one to travel. In a short time over two hundred arrests were made for the violation of one or the other of these laws. The saloon element resisted and organized a mob, which inaugurated what was called the "beer riots." A crowd of about five hundred assembled in front of Justice Henry L. Rucker's office and demanded that their friends on trial before him be set free. The situation had become critical, and the mayor upon being interrogated by a police officer, Capt. Luther Nichols, "What shall I do?" replied, "Clear the streets and disperse the mob." And notwithstanding the determined front of the rioters, this was effectively done, a number of those who resisted being arrested and locked up.

Another mob was organized on the north side and, armed with guns, pistols, knives and clubs, marched to the south side to release their friends. One hundred and fifty special policemen were immediately sworn in, and the mob was met at Clark street bridge. One detachment got safely over when the bridge tender swung the draw and held the other and larger part back. The mayor, coming on the ground, ordered the bridge opened, and told the rioters to cross if they wanted to; and on they came, crying "shoot the police" and "pick out the stars," at the same time firing their pistols. The police responded in kind, and for a few minutes there was a desperate conflict. One man was killed and a large number on both sides wounded. Again the rioters were defeated, and instead of those already in prison being re-

leased some sixty more were added to their number. No disposition, however, was shown to proceed to extremities against the rioters and a reaction having set in in their favor, most of the cases against them were dismissed, and there was no further trouble.*

Dr. Boone was born near Lexington, Kentucky, and was a grand-nephew of the celebrated Daniel Boone. He was a man of high character, one of Chicago's most influential early citizens, under whose administration the city steadily advanced in wealth, numbers and power.

Thomas Dyer, who succeeded Dr. Boone in the mayoralty (1856-57), was a native of Connecticut, and a leading merchant and enterprising citizen of this city from 1835 to the time of his death, 1862. He had been a director in the Galena and Chicago Union Railroad Company, and represented the city in the general assembly of 1851-52. His election over A. S. Sherman was hailed as a great Nebraska-Douglas triumph. His administration was uneventful, unless for the commencement of the period of hard times, during which there was a general curtailment of business, and many failures and financial disasters.

At the spring election of 1857 (March) Chicago's most widely-known mayor was elected on the Republican fusion ticket, in the person of John Wentworth. Coming to Chicago from New Hampshire in 1836, at the age of twenty-one, as editor of the *Chicago Democrat* he took a leading position at the start, and thenceforth for forty years, during ten of which he represented the city in Congress, he was its most striking figure. Tall and large of frame, he was of equally robust mind, broad views and iron will. He was among the first to predict the greatness of Chicago, and contributed largely to that end, especially in the leading part he bore in securing the land grant for the State, for the construction of the Illinois Central railroad, an improvement which, next to the canal,

* "History of the Chicago Police," by John J. Flinn.

did more to build up the city and State than any other.

This election, which resulted in Mr. Wentworth's success by over 1,100 majority, was bitterly contested, and serious disturbances occurred, resulting in the killing of one voter, the wounding of others and the assaulting of one poll, from which the inspectors were driven away.

The moral condition of the city had been the theme of the newspapers for sometime. With the hard times, and men thrown out of employment, crime had visibly increased and the execution of the laws was alleged to be feeble and ineffective. In April Mr. Wentworth himself, with a body of thirty policemen, headed a raid upon what was called "the dens in the sands," a locality on the north side near the lake, the resort of criminals and degraded women. Five disreputable houses and four shanties were depopulated and torn down, and the remaining six buildings were burned the day following. But what seemed to be a praiseworthy act resulted in scattering the thieves and burglars throughout the city, where their depredations were more severely felt than before. Raids on gambling houses and frequent arrests were made, but in spite of the efforts of the mayor and the well disciplined police, burglaries and assaults were nightly committed.

The administration of Mr. Wentworth was indeed beset with many hindrances and difficulties, and what with the continuing hard times, during which business came nearly to a standstill, and the obstructive attitude of the criminal and idle element, it did not meet with that approval which he expected, and which his friends believed that it merited.

The city election of 1858, being the first after the break of Judge Douglas with President Buchanan on the Lecompton issue, was regarded with national interest, and the success of the Republican ticket with John C. Haines at the head for mayor, was claimed as a great victory.

The administration of Mr. Haines, during which the material and business interests of the people had grown into a healthy condition from the financial depression of 1857-8, had so commended itself to his fellow citizens as to warrant his re-election in 1859, by an increasing majority.

Mr. Haines was a native of New York, born in 1818. He had previously served the city for six years in the council, and for a like period as one of the water commissioners. In 1869 he was elected as a member of the constitutional convention, and in 1874 as a member of the State senate. His business was that of a manufacturer and banker, from which he retired several years ago. *

* The following is a list of the principal city officers from 1849 to 1859, inclusive:

Year.	MAYOR.	CLERK.	TREASURER.	ATTORNEY.
1849	James H. Woodworth, D.	Sidney Abell.....	Wm. L. Church.....	O. R. W. Lull.
1850	James Curtis, D.	Sidney Abell.....	Edward Manierre.....	Henry H. Clark.
1851	Walter S. Gurnee, D.	Henry W. Zimmerman.....	Edward Manierre.....	Henry H. Clark.
1852	Walter S. Gurnee, D.	" "	" "	Arno Voss.
1853	Charles M. Gray, D.	" "	" "	" "
1854	Isaac L. Milliken, D.	" "	Uriah P. Harris.....	Patrick Ballingall.
1855	Levi D. Boone, A.	" "	Wm. F. DeWolf.....	J. A. Thompson.
1856	Thomas Dyer, D.	" "	O. P. Rose.....	J. L. Marsh.
1857	John Wentworth, R.	H. Kreismann....	Charles N. Holden....	John C. Miller.
1858	John C. Haines, R.	" "	" "	Elliott Anthony.
1859	John C. Haines, R.	" "	Alonzo Harvey	George F. Crocker.

Aldermen.

1849. (1) R. C. Bristol, James Carney, vice Bristol, resigned, (2) H. L. Rucker, (3) William Jones, (4) R. H. Foss, (5) John C. Haines, A. S. Sherman, vice Haines, resigned. (6) Ashael Pierce, G. W. Wentworth, vice Pierce, resigned, (7) Peter Turbot, Elihu Grayer, vice Turbot, resigned, (8) Wm. B. Herrick, (9) Samuel McKay, R. J. Hamilton, vice McKay, resigned.

1849-50. (1) Peter Page, (2) Geo. W. Snow, (3) W. H. Adams, (4) A. G. Throop, (5) E. H. Chapin, (6) Daniel Richards, (7) George Brady, (8) R. R. Payson, (9) N. C. Hayman.

1850-1. (1) Peter Page, (2) J. L. Millikin, (3) S. J. Sherwood, (4) R. H. Foss, (5) J. C. Haines, (6) G. W. Wentworth, (7) Elihu Granger, (8) John C. Dodge, (9) R. J. Hamilton.



W. F. Myrick.

THE HISTORY
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Norman B. Judd continued to serve as the senator from Cook county through the period here under review. The representatives were as follows : 1849-50, Dr. Philip Maxwell and F. C. Sherman; 1851-2, Dr. Maxwell and Thomas Dyer; 1853-4, Dr. Wiley B. Egan and Homer Wilmarth; 1855-6 (the number having increased to four), Robert H. Foss, Thomas Richmond, M. L. Dunlap and George F. Foster; 1857-8, Isaac N. Arnold, John H. Dunham, George W. Morris and A. F. C. Mueller; 1859-60, Van H. Higgins, Ebenezer Peck, Casper Butz and Samuel L. Baker.

After the repeal of the Missouri compromise

in 1854, and the organization of the Republican party in 1856, Cook county was taken out of the Democratic column, and since that time has never failed to give a majority to the Republican candidate for president except once, in 1876, until the great land slide of 1892.

The four representatives from Cook county elected in 1854, on the anti-Nebraska issue, supported Mr. Lincoln for United States Senator, refusing to follow the lead of senator Judd in voting for Judge Trumbull, until the name of Mr. Lincoln was withdrawn. The representatives from Cook in 1859 all again supported Mr. Lincoln for senator.

1851-2. (1) John Sears, Jr., (2) Hugh Maher, (3) Wm. Wheeler, (4) A. G. Throop. (5) I. D. James, (6) Read A. Williams, James M. Hannah, Henry Smith, vice Hannah, resigned, (7) Charles E. Moore, (8) Robert Malcolm, (9) F. C. Hageman, Walker L. Newberry, H. A. Mitchell, vice Newberry, resigned.

1852-3. (1) Eli B. Williams, (2) I. L. Millikin, (3) O. J. Rose, (4) Charles McDonnell, (5) J. C. Haines, (6) A. C. Ellithorpe (contested), Thomas B. Dwyer, (7) Ezra Taylor, Maurice Evans, vice Taylor, resigned, (8) Andrew J. Brown, (9) John H. Kinzie.

1853-4. (1) A. D. Taylor; (2) John Evans; (3) J. H. Gray, (4) Wm. Kennedy, R. H. Moss, vice Kennedy, deceased; (5) Wm. H. Scoville; (6) William Carpenter; (7) Michael O'Neil; (8) Francis A. Hoffman, B. W. Thomas, vice Hoffman, resigned; (9) Henry A. Mitchell.

1854-5. (1) Eli B. Williams; (2) L. D. Boone; (3) William L. Church; (4) J. C. Outhet (5) Jasper D. Ward; (6) William Wayman; (7) Elihu Granger; (8) Wm. H. Stickney, Stephen D. LaRue, vice Stickney resigned; (9) Mayan L. Keith.

1855-6. (1) Sylvester Sexton; (2) Rosel M. Hough, Thomas Allen, Owen Kendall, vice Allen, resigned;

(3) Lorenzo Fletcher; (4) William Colby; (5) C. N. Holden; (6) A. C. Ellithorpe; (7) James L. Howe; (8) Samuel Ashton, Conrad L. Neihoff, vice Ashton, resigned; (9) Samuel McKay.

1756-7. (1) James Long; (2) Lucius A. Willard, Jacob Harris, vice Willard, resigned; (3) Calvin DeWolf; (4) Samuel Myers; (5) Russell Green; (6) Henry Greenbaum; (7) John Dempsey; (8) S. D. LaRue; (9) Michael Diversey; (10) J. Schmidt.

1857-8. (1) William Bross; (2) O. Kendall, Smith McClevey, vice Kendall, resigned; (3) Hiram Joy; (4) J. M. Kennedy; (5) Artemas Canter; (6) George Sitts; (7) John Dunlap; (8) Christian Wahl; (9) Philip Conley; (10) Dennis Coughlin.

1858-9. (1) James Long; (2) Charles H. Abbott; (3) Levi J. North; (4) Samuel Myers; (5) J. D. Ward; (6) John Van Horn; (7) Henry Wendt; (8) Andrew Wright; (9) Benjamin Carpenter; (10) Andrew Enzenbacher.

1859-60. (1) J. K. Botsford; (2) Jacob Harris; (3) Fernando Jones; (4) I. M. Kennedy; (5) L. B. Taft; (6) C. A. Reno; (7) John Alston; (8) C. Wahl; (9) J. A. Huck; (10) John Comisky.

CHAPTER IX.

1860 TO 1870—PERIOD OF THE CIVIL WAR AND RECONSTRUCTION.

Chicago, among the cities of the United States, had grown from the twentieth in population in 1850 to the ninth in 1860, and had made a greater percentage of increase than any other. It had overcome and outgrown the financial reverses of 1857, which it had experienced in common with other centers of trade, and now, fully equipped with the necessary accessories, institutions and machinery of a great city, had once more entered upon an expansive and prosperous career.

The year 1860 was especially noted, and will be ever memorable, for the unusual commotion and revolutionary tendencies which pervaded the world of politics in this country. The Democratic party, which, with the exceptional administrations of Presidents Tyler and Taylor and Fillmore, had been in power for over thirty years, was, on account of divisions on the slavery question, threatened with defeat, while the Republican party, young, vigorous and splendidly organized, bade fair to come into the succession.

The municipal election in Chicago, which occurred on Tuesday, March the 6th, 1860, was the earliest held in the large cities for this year; and being in the State of Abraham Lincoln, as well as the home of Judge Douglas, both of them candidates for the presidency, attracted national attention. Both parties put forth their strongest men for mayor, the Democrats, Walter S. Gurnee, who had twice filled the office with acceptability; the Republicans, John Wentworth, who, while his record as mayor in 1857 was in some respects objectionable, in others was highly commendable. The election was the most excit-

ing hitherto held in the city, and although the largest vote ever polled was cast, there were no serious disturbances. In the 7th and 10th wards, which were the most closely contested, voters took their pipes and lunches, and camped out all night to hold the vantage ground in the line the next morning.

The success of the Republicans, by over 1,200 majority, was proclaimed in great headlines in the leading papers of the country as "the first gun for 1860."

An event which gave Chicago still greater importance in political circles was the calling of the National Republican convention to meet in that city in May, 1860. And as the advantages in favor of making Chicago the great convention city of the Nation were developed during the decade considered in this chapter, that subject will briefly claim attention.

With one exception, that of the Democratic convention held in Cincinnati, in 1856, at which Mr. Buchanan was nominated for President, the meeting of the Republican convention at Chicago in 1860 was the first time that either of the great parties had so far yielded to the growing importance of the western States as a factor in determining political results as to consent to fix upon any point for such a convention west of the Alleghanies. It was a graceful acknowledgment of the influence of the Garden City and of Illinois in the councils of the party, largely due to the distinction earned by Abraham Lincoln as a party leader in his great contest with Judge Douglas for the senatorship in 1858.

The convention met May 16th, and continued in session three days.

Elaborate preparations, on a most libera

Chicago
in 1860.

Republican National
Convention of 1860.

Municipal
Election.

scale, were made for the accommodation and entertainment of the delegates and visitors. A temporary assembly building, called "The Wigwam," was erected on the southeast corner of Market and Lake streets,—the site of Chicago's famous hotel, the "Sauganash"—especially for the occasion. No such large and enthusiastic crowds had ever before attended a national convention, or had been received with a warmer welcome from the press and people of all parties and classes. Mr. Lincoln was nominated as the candidate for President on the third ballot.*

The selection of Chicago by the National Republican committee as a place for holding the convention had an effect which was far from being intended. It brought the name of Mr. Lincoln as a candidate for the presidency more prominently before the people, and by reason of his local strength had a controlling influence in securing his nomination. While this consideration was urged to secure the favorable action of the few members of the committee supporting Mr. Lincoln, other arguments—such as the advantages of a western nomination—were brought to bear upon those who favored Mr. Seward, admittedly the strongest candidate. It was principally due to the shrewd management and adroit diplomacy of David Davis, Norman B. Judd, Ebenezer Peck and Burton C. Cook—the latter still living in Chicago—that this result was secured. Had the convention been held in New York or Philadelphia, the honor conferred upon Mr. Lincoln would doubtless have fallen to William H. Seward, "the favorite son of New York."

The advantages in favor of Mr. Lincoln as a candidate, it was urged by his supporters, were found in the fact that he was a man of the people, representing the broad views, virility, love of freedom, progressive spirit and popular man-

ners of the hardy pioneers of the West; and the result proved that his strength at the polls was not overestimated. What the result would have been had Mr. Seward been selected as the candidate, it would be idle to conjecture. While he would doubtless have secured as large a vote in the East, he would hardly have been able to carry either Illinois or Indiana against Senator Douglas; and if elected at all the contest would have been much closer than it was; or the election might have been left to the decision of the National House of Representatives. This much, however, may be safely asserted, that the destruction of slavery and the restoration of the Union of the States, as the result of four years of sanguinary war, would at least have been problematical with any man for President other than Abraham Lincoln.

Upon a careful survey of the claims of other cities by the Democrats in 1864, Chicago was selected as the place for holding their convention for that year. Great crowds thronged the streets of the city on this occasion also; a mixed multitude, made up of the different elements then constituting the Democratic party, and also of "the Sons of Liberty," and other rebel sympathizers, and Confederate soldiers and spies, who had taken advantage of the opportunity thus afforded to gather in the city for the purpose of organizing a raid upon camp Douglas to release the rebel prisoners there confined.

The time set for the convention in the first instance was July 4, but it was afterwards changed to August 29. The excitement ran high, and the nomination of General George B. McClellan, in deference to the views of the war Democrats, and the adoption of a peace platform came as near reconciling the two wings of the party as it was possible to do.

Four years later (in 1868) the Republicans again selected Chicago for the meeting of their National convention, which assembled in Crosby's Opera House, May 20. It was the first one

* On the first ballot Seward received 173½ votes; Lincoln, 102; Cameron, 50½; Bates, 45; Chase, 49, and there were 42 scattering votes. On the second ballot Seward gained only 11 votes, while Mr. Lincoln very nearly tied him with 181. On the third ballot Seward's vote was 180; Lincoln's, 31½; Bates, 22; Chase's, 24½.

Democratic Convention of 1864.

after the close of the War of Secession and was largely composed of those who had distinguished themselves in the great struggle for the nation's unification. As this city had witnessed the nomination of Lincoln just before the contest began, the honor of congratulating the country at its triumphant close was accorded to that city. Grant the hero of the war was selected to lead the Republican hosts without opposition, and the watchword of the campaign as given by him was "Let us have peace."

National conventions have been subsequently held here, as follows: in 1880, by the Republicans; in 1884, by both parties; in 1888, by the Republicans; and in 1892, by the Democrats. The hospitality extended by members of all parties to delegates of either political faith, the unsurpassed hotel accommodations, and the general ability of Chicago "to take care of a big crowd," have earned for her the deserved appellation of the "convention city."

The watchword of Mayor Wentworth's administration was "Liberty and Economy;" and as he found that the city had contracted a large floating debt, his first measure was to make radical changes in the police department, reducing the force and curtailing expenses. He established a "Board of Complaint," whose duty it was to hear and answer all complaints of irregularities or failures to execute the law.

Perhaps one of the most noted acts of the mayor was his raid against sidewalk obstructions. The merchants, still keeping up the fashion of their village days, were in the habit of displaying their goods and wares upon boxes on the sidewalks and of extending awnings and signs in front of their stores, to the danger and inconvenience of every passer-by. Having refused to remove these obstructions when ordered to do so, on the night of June 18, 1860, a raid was made along the sidewalks, and every protruding sign, awning, post, box or other obstruction was incontinently carried away and piled at South Market Hall. The merchants "com-

plained" fiercely, but the people applauded and the nuisance was abated.

Mr. Wentworth's views of reforming were not in accord with those of his constituents. He had lessened the expenses and wiped out the floating debt, but the reduction of the police force left large portions of the rapidly growing city exposed to the inroads and lawless acts of the criminal class, which had also rapidly increased. The legislature, indeed, was asked to interfere, which it did by the passage of a law (February 15, 1861) establishing a Board of police for the city, to consist of three commissioners, to be appointed in the first instance by the Governor, and subsequently to be elected by the people. This Board had entire control of the department, and the so-called "reform measures" of "his honor" were brought to an end.

It was during the administration of "Long John" Wentworth, by which cognomen he was familiarly known all over the country, that the Prince of Wales made his visit to the United States. The mayor went to Montreal to meet "His Royal Highness" and tendered him the assurance of his personal regard, and that he would see that all arrangements for his reception at the great emporium of the West should be faithfully carried out; and this pledge was so well redeemed and the reception so satisfactory, that upon the return home of the Prince he sent Mr. Wentworth his portrait, and two Southdown sheep from the Queen's herd for his farm.

The year 1860 is no less memorable for the election of Mr. Lincoln to the chief magistracy than for the passage by the State of South Carolina (December 20) of the ordinance dissolving the Union between that State and the United States, which action was soon followed by other Southern States, and resulted in the formation at Montgomery, Ala., February 9, 1861, of a separate government under the name of the "Confederate States of America."

The one leading, absorbing, and stupendous event of the first half of the decade now under consideration was the "War of the



N. B. Gould

THE
OF

Rebellion," which followed this secession of the southern States. A conflict of arms in a community under any circumstances is a serious menace to all progress and business stability; but when it takes the form of internecine strife, involving so large a number as that the existence of the Nation itself is not only threatened but imperiled, in which every patriot is confronted with the absolute necessity of increased taxes, an expenditure involving sacrifices of property, no less than the loss of life itself, the outlook in every direction is gloomy and forbidding. The length of the war, its cost, and the possibility of a divided Union were the vital questions which no one could answer, but the solution of which being necessary to an intelligent horoscope of the business, no less than the political future, of the country, left the situation inexplicably dark and uncertain.

The history of the part borne by Chicago in this great struggle—the efforts of her citizens to aid in the preservation of the National Government in its entirety—forming as it does one of the brightest pages in her annals, will be considered at length in a subsequent chapter devoted entirely to that subject.

The time of holding the municipal election of 1861 had been changed from the first Monday in March to the third Tuesday in April, occurring this year on the 16th, amid the opening scenes of the civil war, which overshadowed even the interest ordinarily taken in a city election. The candidates for mayor were Julian S. Rumsey, Republican, and Thomas B. Bryan, at the head of "the people's Union ticket," each of them equally loyal to the cause of the Union. The Republicans were successful, the majority in favor of Mr. Rumsey being 1673.

The new mayor, one of Chicago's successful commission merchants, signalized his interest in the pending National contest by going to Washington with a committee of one hundred leading citizens of Chicago, to confer with President Buchanan and heads

of departments, upon the gravity of the situation with a view to avoiding a clash of arms, which like other efforts, was without avail.

It was during the efficient administration of Mr. Rumsey, called the "war mayor," that the first troops were raised and sent to the field.

In 1862 Francis Cornwall Sherman, a war Democrat, was elected mayor, on a non-partisan ticket headed "for the Union and the Constitution," and pledged to the support of the government and a vigorous prosecution of the war—the regular Republican ticket, headed by Charles N. Holden, having been defeated by over thirteen hundred majority.

In 1863 the city charter, by act of the general assembly, approved February 13th, was revised and amended, and the city limits extended so as to include all of township 39, north of range 14 east of the third principal meridian, and all of sections 31, 32, 33 and fractional section 34, in township 40, north of range 14 east, and the city was divided as follows: All that portion of its territory lying north of the center of the main Chicago river and east of the center of the north branch of said river, to constitute the north division of said city; all that portion of the said territory lying south of the center of the Chicago river and lying south and east of the center of the south branch of the river and of the Illinois and Michigan canal, to constitute the south division of the city, and that portion of its territory lying west of the center of the north and south branches of the river and of the canal to constitute the west division of the city. By the same act the city was divided into sixteen wards, and the term of the mayor was extended to two years.

At the city election of this year (April 21) Mr. Sherman was again elected mayor, for the enlarged term, over Thomas B. Bryan, heading the Republican ticket, by a majority of 157. The contest, occurring as it did, when the contending armies in the field were

setting out on the decisive campaigns of that year, was characterized by the gravity of the national situation. To be a supporter of the Republican ticket was insisted upon in this and other cities by leading papers and speakers as a test of loyalty; an example of political Phariseism in many respects damaging to the cause of the Union. For while it was true that the opposition included all those who sympathized with the Southern Confederacy and rejoiced over the defeat of the Union army, it contained also many patriotic citizens who were earnestly in favor of a vigorous prosecution of the war, and the overthrow of the Confederacy, but who could not endorse all the measures of President Lincoln's administration to secure that result.

Mr. Sherman was a plain man, of substantial practical parts, and administered the city government during this trying and difficult period in a spirit of loyalty, uprightness and economy as far as that was consistent with liberal appropriations for bounties and other war measures. His son, General Frank T. Sherman, was colonel of the gallant 88th infantry, called the second Board of Trade regiment.

The spring election of 1865 took place three days after the assassination of President Lincoln, and there was not much chance for the success of any ticket which had the slightest taint of opposition to his administration. Mr. Sherman was again the nominee of the Democrats, but was overwhelmingly defeated by his Republican opponent, John Blake Rice, who was re-elected by a large majority in 1867, and

served until December 1, 1869. Mr. Rice had been an actor by profession, and erected the first permanent building for a theatre in the city. He retired from the stage in 1857, and, being a good business man, invested largely and wisely in Chicago real estate. He was a man of ability and high character, and made one of the most popular mayors Chicago ever had.

In 1872 he was elected to Congress from one of the Chicago districts, but died in December, 1874, before the expiration of his term.

By acts of the general assembly, approved February 27 and March 10, 1869, the city charter was once more amended, extending the corporate limits so as to include the territory lying north of the canal, east of Crawford avenue, and south of North avenue, the entire area of Chicago now embracing thirty-five miles. The city was divided into twenty wards, six of which were located in the south, nine in the west, and five in the north division, and the time for holding the city election changed from April to the Tuesday next after the first Monday in November, being the time fixed for the general election.

At the city election on November, 2nd, 1869, Roswell B. Mason was elected mayor on the citizens' ticket by over ten thousand majority. His life work was that of a civil engineer, in which he was greatly distinguished, having as such had the entire charge of the construction of the Illinois Central railroad, 1851-6. In 1868 he served the city very acceptably as a member of the Board of public works.*

The following is a list of the city officials from 1860 to 1870:

YEAR.	MAYOR.	CLERK.	TREASURER.	CITY ATTORNEY.
1860	John Wentworth.....	Abraham Cohn.....	Wm. H. Rice.....	John Lyle King.
1861	Julian S. Rumsey.....	A. J. Marble.....	Wm. H. Rice.....	Ira W. Buell.
1862	Francis C. Sherman.....	A. J. Marble.....	*	George A. Meeh.
1863-5	Francis C. Sherman.....	Henry W. Zimmerman...	David A. Gage.....	Francis Adams.
1865-7	John B. Rice.....	Albert H. Bodman...	A. G. Throop.....	Daniel D. Driscoll.
1867-9	John B. Rice.....	Albert H. Bodman.....	Wm. F. Wentworth.....	Hasbrouck Davis.

*Franklin H. Cutting was elected, but, he failing to qualify, Mr. Rice was continued in the office.

Cook county gave Mr. Lincoln, for President, and the Republican ticket, nearly 5,000 majority in 1860, and elected General Assembly. Isaac N. Arnold to Congress, he being the first elected from the district composed of Cook county alone, and the entire delegation to the general assembly, with William B. Ogden to the Senate and J. Young Scammon, William H. Brown, Sol. M. Wilson and Homer Wilmarth to the House. This was a strong and influential delegation throughout. Mr. Scammon was a leading citizen in political, financial and educational circles for over forty years. Mr. Brown was closely identified with the history of the State from its beginning, having become a resident of Kaskaskia, the first capital, in 1818. He was the first clerk of the United States District Court—a position he held for seventeen years. He took a prominent part on the side of freedom in the great slavery conflict in this State in 1823–24, conducting the *Illinois Intelligencer* at Vandalia. He removed to Chicago in 1835, and became one of its leading citizens, as banker, writer and speaker. He was one of the first organ-

izers of the Chicago Historical Society, 1856. He died June 17, 1867. Homer Wilmarth was also an old and enterprising citizen, while Sol. M. Wilson belonged to the younger class. He was the first private secretary of Governor Yates.†

In 1861 the State was redistricted for members of the General Assembly and Cook county given two members of the Senate and seven of the House.

At the election in 1862 Mr. Arnold was re-elected to Congress, serving with great distinction through the entire period of the civil war. Mr. Ogden held over in the Senate, and Jasper D. Ward, Republican, was elected his coadjutor, the following being elected to the House: Francis A. Eastman, Lorenz Brentano, Ansel B. Cook, Amos G. Throop, William E. Ginther and George W. Gage, Republicans, and Melville W. Fuller, Democrat. The seat of Mr. Gage was contested by and given to Michael Brandt, Democrat.

The legislature elected this year was notorious for its opposition to President Lincoln's administration, and for being in favor

ALDERMEN.

1859-60. (1) J. K. Botsford; (2) Jacob Harris; (3) Fernando Jones; (4) J. M. Kennedy; (5) L. B. Taft; (6) C. A. Reno; (7) John Alston; (8) C. Wahl; (9) J. A. Hauck; (10) John Comiskey.

1860-1. (1) William Colby; (2) James M. Marshall; (3) Hiram Joy; (4) Samuel Myers; (5) R. H. Foss; (6) James W. Cobb; (7) Gurdon S. Hubbard; (8) Redmond Prindville; (9) Gurdon Perkins; (10) Malcom McDonald.

1861-2. (1) J. K. Botsford; (2) J. Q. Hoyt; (3) A. D. Tittsworth; (4) Wm. Baragwanath; (5) C. C. P. Holden; (6) Ed. S. Salomon; (7) Alonzo Harvey; (8) W. G. White; (9) Robert Law; (10) John Comiskey.

1862-3. (1) John F. Edwards; (2) Peter Shimp; (3) James A. Hahn; (4) Andrew Schall; (5) William A. Groves; (6) Francis C. Brown; (7) James Conlan, John Comiskey; (8) Charles L. Woodman; (9) Wm. T. Shufeldt, Francis C. Brown; (10) Redmond Sheridan, Francis Ullbrech, vice Redmond, resigned.

1863-4. (1) James A. Hahn, Charles D. Peacock; (2) A. D. Tittsworth; (3) James H. Roberts; (4) Benj. E. Gallup; (5) Constantine Kaan; (6) David Walsh; (7) James E. Abbott, John Comiskey; (8) Richard Clark; (9) Mancel Talcott; (10) George Himrod; (11) George Von Hollen; (12) William Gastfield; (13) John Armstrong; (14) Valentine Ruh; (15) Michael Sullivan; (16) Wm. T. Shufeldt.

1864-5. (1) George W. Gage; (2) Peter Shimp; (3) Stephen Barrett; (4) Samuel McKay; (5) Mark Sheridan; (6) John Wallwork; (7) Joseph Sherwin; (8) Patrick Rafferty; (9) Willard Woodard; (10) C. C. P. Holden; (11) Lester L. Bond; (12) Nathaniel W. Huntley; (13) Mathias Franzen;

(14) A. Hottinger (15) Iver Lawson; (16) Charles L. Woodman.

1865-6. (1) Joshua C. Knickerbocker; (2) William H. Carter; (3) Charles G. Wicker; (4) H. M. Willmarth; (5) Const. Kann; (6) Thomas C. Hatch; (7) Avery Moore; (8) M. L. Frisbee; (9) Mancel Talcott; (10) Ed. Rixby; (11) S. I. Russell; (12) William Gastfield; (13) L. Proudfoot; (14) Va entine Ruh; (15) Samuel Shackford; (16) Robert Clark.

1866-7. (1) William Cox; (2) Calvin DeWolf; (3) Stephen Barrett; (4) Allan C. Calkins; (5) M. Finucan; (6) John Wallworth; (7) Max Schuler; (8) Patrick Rafferty; (9) Willard Woodard; (10) C. C. P. Holden; (11) Henry Ackhoff; (12) N. W. Huntley; (13) M. Franzen; (14) Robert Engel; (15) Iver Lawson; (16) J. J. O'Sullivan, Michael O'Sullivan, vice J. J. O'Sullivan, deceased.

1867-8. (1) J. C. Kinckerbocker; (2) Arthur Dixon; (3) Charles G. Wicker; (4) Samuel McKay; (5) John Raber; (6) David Walsh; (7) John McAlister; (8) John Comiskey; (9) John H. Carpenter; (10) Edmond Bixby; (11) S. I. Russell; (12) C. J. Casselman; (13) George T. Beebe; (14) Theodore Schintz; (15) Samuel Shackford; (16) George B. Mansur.

1868-9. (1) Wm. Cox; (2) P. M. Donnellan; (3) Stephen Barrett, James H. Hahn, vice Barrett, deceased; (4) A. C. Calkins; (5) Mark Sheridan, Daniel Heenan, vice Sheridan resigned; (6) Michael Keeley; (7) James H. Hildreth; (8) Patrick Rafferty; (9) Willard Woodard; (10) C. C. P. Holden; (11) B. F. Russell; (12) John Buehler; (13) K. G. Schmidt; (14) Louis A. Berger; (15) John Herting; (16) Edward Kehoe.

† He was succeeded by John Moses, the author, in September, 1861.

of peace and compromise with the seceding States, resolutions to which effect passed the House by 24 majority, and would have passed the Senate, where their supporters had a majority of one, but for the obstructive measures of the Union members. It took a recess in February, and soon after coming together again, in June, was prorogued by Governor Yates.

In 1864 Illinois was again honored in the election of Mr. Lincoln to the Presidency, and Chicago in the elevation of one of its leading citizens, William Bross, to the office of Lieutenant-Governor. Francis A. Eastman was elected to the senate, Mr. Ward holding over, and Ansel B. Cook, Edward S. Isham, Nathan W. Huntley, William Jackson, Andrew H. Dolton, Alexander F. Stevenson and George Strong to the house, the entire delegation being Republican.

In 1866 Jasper D. Ward was re-elected to the senate, Mr. Eastman holding over, and the following representatives, namely: Henry M. Shepard, Lester L. Bond, A. F. Stevenson, Edward S. Taylor, Joseph S. Reynolds, Moses W. Leavitt and Horace M. Singer, all Republicans.

In 1868 John C. Dore was elected to the senate, Mr. Ward holding over, and L. L. Bond, J. S. Reynolds, Ed. S. Taylor, Joshua C. Knickerbocker, Henry B. Miller, Francis Munson and Iver Lawson, Republicans, representatives.

At the November election of 1869 delegates were elected to the constitutional convention, which met at Springfield December 13, 1869. Chicago sent a delegation of able men, from among whom Charles Hitchcock, Republican, was elected president of the body, the other members being Joseph Medill, John C. Haines, Elliott Anthony, Republicans, and S. Snowden Hayes, William F. Coolbaugh and Daniel Cameron, Democrats.

The first effect of the war of secession was seen in the derangement of the currency, which had a shifting valuation each day, depending upon the

fluctuations of the stock market. The difficulties of transacting business with a circulating medium so uncertain and unreliable, which had one value in the morning and another in the evening, can readily be imagined. While it was willingly received for the trade of each day because it was all there was to circulate, it was still more willingly paid out before the setting sun reduced its value.

The winding up of the State banks and the displacement of all State currency by the National currency called greenbacks, aided for a while by the seven-thirties, was a healthful change, eagerly welcomed by the people at large, benefiting, as it did, all branches of trade. The greenbacks represented the faith of the Government, and although they gradually depreciated and it required many years of financial management and legislation to make them as good as gold, that time did come. The adoption of the National banking system in 1864 established, on a permanent and safe basis, a circulating medium which is the best the world has yet seen. While there have been comparatively few failures of National banks, no holder of one of its notes has ever lost a cent by such failure.

While the first stunning effects of the shock of war were hurtful to all business life and energy, it was not long until the channels of trade were re-opened and cleared by the new demands which the war itself created. A million of men in the field must be fed and clothed—the commissary and quartermaster's departments, with their immense wants, must be supplied. The farmers of the country were called upon for greater amounts of grain and livestock, and at more remunerative prices than they had ever before known. Illinois farmers could furnish the wheat and corn and horses and mules, and Illinois manufacturers could supply the wagons, saddles, blankets and clothing needed for the army. Chicago was

National
Banks.

Revival of
Business.

First effect of
the War.



L. B. Hilliard

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ROYAL ANTHROPOLOGICAL INSTITUTE

in just the right place to 'avail itself of these offered advantages of trade, and soon became a supply emporium for the great army of the West. Capital flowed in, and skilled mechanics and enterprising manufacturers were added to her constantly increasing population.

The Board of Trade, which exercised so potent an influence, not only on trade, during the war, but also upon National questions, had, prior to 1865, no permanent home. In 1860 the membership had increased to six hundred, and as early as 1863 the question of enlarged accommodations began to be seriously considered, the discussion resulting in the formation, by leading members of the Board of the association called the Chamber of Commerce, with a capital stock of \$500,000 for the purpose of erecting a building especially adapted to the uses of the organization. The lot on the southeast corner of Washington and La Salle streets, then occupied by the First Baptist church, was purchased, and the building known as the Chicago Chamber of Commerce erected thereon at a cost of \$490,000. It was first occupied August 13, 1865, the list of members then embracing 1,400 names.

The Board was intensely patriotic in the struggle against the seceding States, and resolved to admit no one to membership who was disloyal to the Union. It was liberal in its contributions, both of men and money, and the members responded with enthusiasm to every call made upon them, both individually and collectively.

In 1863 the Board co-operated with the convention called for the enlargement of the

Illinois and Michigan canal. In 1865 resolutions were adopted urging the prosecution of the contemplated work on the Niagara ship canal. The membership, on April 5, 1870, was reported at 1,342.

The increase in population and the enhanced aggregate value of property from 1860 to 1870, with the amount of city tax and bonded debt, following the plan heretofore adopted, will be found in the annexed table.

YEAR	POPULATION.	TOTAL VALUATION.	TOTAL TAX.	BONDED DEBT.
1860	109,206	\$ 37,053,512	\$ 373,315	\$ 2,336,000
1861	* 120,000	36,352,380	550,967	2,362,000
1862	138,186	37,139,845	564,038	3,023,000
1863	* 160,000	42,667,324	853,346	3,422,500
1864	169,353	48,732,782	974,655	3,544,000
1865	178,492	64,709,177	1,294,183	3,701,000
1866	200,418	85,953,250	1,719,064	4,369,501
1867	* 220,000	195,026,844	2,518,472	4,757,500
1868	252,154	230,247,000	3,223,457	6,484,500
1869	273,043	266,024,880	3,990,373	7,882,500
1870	306,605	275,986,550	4,139,798	11,041,000

* Estimated.

State and county taxes are to be added to the above sums, and also United States taxes, which amounted to about \$44,000,000 from the commencement of the war to the close of 1870. In addition to these taxes came also those arising from special assessments, which, before the close of 1870, began to be especially heavy.

These figures, in the gross, tell the story of Chicago's progress during the important period here considered. The increase in value of property during the war did not keep pace with the increase of population, but upon the return of peace and the disappearance of abnormal relations, values steadily advanced.

Descending from generals to particulars, the receipts of grain, breadstuffs, live stock, provisions and lumber, aggregating a very large percentage of Chicago's business, in various years during this decade, may be seen in the following table:

	1860	1863	1865	1867	1869
Grain, bushels	33,924,961	51,251,795	49,846,664	52,475,770	53,432,751
Flour, barrels	713,348	1,424,206	1,134,110	1,720,001	2,218,822
Flour, manufactured in Chicago	232,000	236,261	238,820	574,096	543,285
Cattle and Beef, No.	177,101	304,448	330,301	329,243	403,102
Swine and Pork, No.	392,864	1,956,868	849,241	1,957,120	1,852,382
Beef, tierces and barrels	1,747	2,806	19,791	3,475	1,478
Pork, barrels	11,120	97,113	53,198	35,922	45,248
Provisions and Cut Meats, pounds	12,728,328	38,756,281	10,866,118	14,663,763	20,930,202
Lard, pounds	4,813,407	25,683,722	7,501,805	11,030,478	6,804,675
Lumber, M.	262,495	413,302	647,146	882,662	997,737

Making the same comparisons in other branches of business, a still more favorable showing appears. For instance, Groceries. the number of wholesale grocers in 1860 was forty, and the amount of their business aggregated at the most \$15,000,000. In 1869 the number was forty-six wholesale and about three hundred retail dealers, and their total sales amounted to \$48,500,000.

The same advance was made in the dry goods trade, the number of wholesale firms in 1869 having increased from eleven (1860) to twenty-one, and the retail from one hundred to one hundred and fifty. The sales in 1860 are estimated at not exceeding Dry Goods. \$20,000,000, while those for 1869 were, wholesale, \$42,000,000; retail, \$15,000,000; capital employed, \$10,000,000.

The number of firms engaged in manufacturing and wholesaling of boots and shoes in 1860 was eleven, with sales Boots and Shoes. amounting to \$3,000,000; the number in 1869 was twenty-two, with sales aggregating \$8,000,000.

The value of exports of produce and material in 1860 was \$33,737,489, and in 1870, covering the same articles, it had increased to \$182,743,578.

But the greatest advance in the material interests of the city was found in the extraordinary increase of her Manufactures. manufacturing industries.

In the report of manufactures, as it appeared in the census returns of 1860, unquestionably understated, however, the number of establishments in Cook county was 469, with a capital of \$5,571,025, employing 5,593 hands, and turning out a product valued at \$13,555,571. In 1870 the number had grown to 1,176, having a capital of \$37,000,000, employing 27,076 hands, with a product valued in round numbers at \$83,000,000—showing an increase of over 500 per cent.

Another unmistakable indication of the growth of the city and adjacent country is found in the remarkable increase Railroads. of its railroad interests. In 1860

there were centering in Chicago eleven trunk, and twenty branch and extension, lines, aggregating 4,915 miles of road, with gross earnings reported at \$17,690,314. In 1869 the trunk lines numbered twelve, with twenty-nine branch and extension lines, aggregating 7,019 miles of main track, and with gross earnings amounting to \$48,886,348.

While the increase of lake commerce was not proportionately so great, it was nevertheless large and gratifying, as Lake Commerce. shown by the fact that while the number of vessel arrivals during 1862 was 7,417 with 1,931,692 tonnage, which had increased to 10,112 arrivals in 1865, with 2,106,859 tonnage, it had still further appreciated to 13,730 arrivals during 1869, with a tonnage of 3,123,400. The number of arrivals and clearances, over fifty a day, exceeded those of New York, Philadelphia, Baltimore or New Orleans. It may also be stated in Exports and Imports. this connection that the value of imports in 1860, as shown by the custom house, was \$60,214; exports, \$1,165,183, and in 1870, imports, \$1,687,841; exports, \$2,613,072.

The internal growth of the city was no less apparent than the increase of its trade and commerce. The number Internal Growth. of buildings erected in 1864, including nine churches, four public halls and two school-houses, was 6,000, at a cost of \$4,700,000. This was during the war; at its close signs of progress in this direction became still more apparent, the improvements extending from the principal thoroughfares to the suburbs. In 1865, 7,000 buildings of all kinds were erected, including nine churches, eight schools and colleges, and six halls, costing \$6,950,000. In 1866, while the number of buildings erected—6,700—did not quite equal the number of the preceding year, their cost, \$11,000,000, largely exceeded the amount then invested. Among them were twenty-four churches (costing \$885,000), seven school-houses (\$156,000), eleven public buildings (\$950,000), and nine-



SIXTY-EIGHTH STREET PUMPING STATION.



INNER CRIB ON LAKE VIEW TUNNEL.



CHICAGO AVENUE CRIB.



OUTER CRIB ON LAKE VIEW TUNNEL.

teen business blocks (\$1,010,000). In 1866 5,000 buildings were erected, costing \$8,500,000, the labor strike this year decreasing the number. In 1867 the number again reached 7,000, and their cost was over \$14,000,000.

The total number of buildings in the city in 1868 was 39,366, of which 35,654 were of wood, and 3,712 of brick or stone. Of the total number, 32,047 were dwelling houses, 3,980 stores, 1,696 saloons, and 1,643 workshops or factories.

The year 1869, marking the close of the inflation period with its war prices, was one of great contraction in values and discouraging results generally, but the building operations of that year aggregated a cost of \$11,000,000.

A noticeable change was to be observed in the character of the buildings erected after the war period, no less than in their style of architecture and cost. They were constructed more substantially and with better material—less of wood and more of stone, brick and iron. Unpretending cottages gave place to palatial dwellings, and stone fronts became the fashion for business houses.

While the varied interests of trade, commerce and manufactures were thus advancing, the internal improvements of the city were pushed with unrestrained vigor and public spirit. The Board of public works, created by the amendatory act of 1861, was organized May 6th. By the terms of the law this Board was charged with the care of the waterworks, sewage, public parks, streets, the river and harbor, public buildings, lamps and lights, bridges and all other public improvements.*

The most stupendous of these improvements was the undertaking, for the third time, to provide the growing city with a sufficient supply of pure water.

The old works, although laid out upon a large plan, had proved insufficient in capacity, as well as unsatisfactory in the quality of water furnished. It had become polluted by contaminations from the river, from sewers and manufacturing establishments, which had unexpectedly multiplied along the lake. Besides this there was the "fish nuisance" which had increased in an intolerable degree. This was the gathering in untold numbers of the finny tribe around the mouth of the inlet pipe, at times entirely choking it up, so that the pumps sucked air instead of water. No screens could be devised that were effective in excluding the fish, and their dead and mangled bodies were often found coming from the taps in the city.

The question how to secure an adequate supply of pure water became a pressing one. Two plans were suggested. One of these was to make along the lake shore, five miles north of the pumping works, a large natural filtering or settling basin, from which the water could be conveyed to the works by a five-foot brick aqueduct. The other was that of Engineer E. S. Chesbrough, which was finally adopted early in 1863. It involved the tapping of the lake at a distance of two miles from the shore, by means of a tunnel constructed underneath its bottom. The work of excavating from the shore shaft at the east end of Chicago avenue was begun March 17, 1864. The tunnel is five feet in width, five feet two inches in height, and is lined with brick masonry eight inches thick. The great crib, to hold the water, was launched, and sunk at the east end of the tunnel July 25, 1865. It is forty feet high and built of timbers strongly framed in pentagonal form, ninety-eight and a half feet in diameter with interstices at the bottom for the admission of water. Inside the walls is constructed an iron cylinder, nine feet in diameter, running from the water line to the tunnel, sixty-four feet below the surface, and thirty-one feet below the bed of the lake at that point. A house was erected

*The names of the members of the Board from 1861 to 1870 were as follows: 1861-3, Benjamin Carpenter, Frederick Letz, John G. Gindele; 1863-7, John G. Gindele, Frederick Letz, Orrin J. Rose; 1864-70, Roswell B. Mason and William Gooding "acting members on matters pertaining to the cleansing of the river;" 1867-70 Augustus H. Burley, John McArthur, W. H. Carter; E. S. Chesbrough, City Engineer, 1861-71.

over the crib for the use of employes. The laying of brick began at the crib end December 22, 1865, and the entire work was completed and water let into the tunnel to flow through the water pipes and hydrants of the city, for the first time, March 25, 1867. The entire cost of the tunnel was \$457,845, and the total water debt of Chicago in April, 1868, was \$2,483,000. Up to 1870 the tunnel supplied the city with twenty million gallons of water daily. The total amount of water pipe laid in 1860 was ninety-one miles; at the close of 1869 it was 239 miles. The cost of maintaining the water system of the city in 1862 was \$42,635; and from that year the amount increased yearly until in 1870 it rose to the enormous sum of \$2,836,852, and the cost of the system, including that year, reached the aggregate of \$8,288,624. The revenue derived from the water tax was, in 1860, \$131,162, and in 1870, \$539,318. The total amount received during that period being \$3,175,479.

This mode of supplying the city with water proved a great success, but enormous as was the capacity of the works, such was the extension of Chicago in every direction, that by 1880 it was found necessary to make still more extensive improvements of the same kind, which will be described in a following chapter.

The length of sewers laid to December, 1861, was fifty-four and one-fourth miles; the length up to April 1, 1870, was one hundred and thirty-six and three-fourths miles.

The improvement of streets and sidewalks also steadily progressed, as is perhaps best shown by the following table of assessments for this purpose by the board of public works (including the erection of lamp posts, the construction of private drains, and water and gas service pipes), for the years 1862-70:

1862.....	\$ 42,635	1867.....	\$ 317,206
1863.....	44,493	1868.....	1,351,436
1864.....	389,169	1869.....	2,395,683
1865.....	103,576	1870.....	2,836,852
1866.....	802,574		

The special assessment provision of the revised charter of 1863 was decided unconstitutional by the Superior Court of Cook county in 1864, which ruling deprived the city of the benefits of the law for that year. But as the decision was overruled by the Supreme Court, the only inconvenience arising therefrom was the doubling up of the assessment for the following year.

The number of miles of streets paved with wooden blocks March 31, 1870, was thirty-seven, and with boulder or block stone pavements, two and one-fourth.

Chicago in 1870 contained five hundred and fifty miles of sidewalk, eighty-nine and one-third miles of which were constructed in 1869-70. These were mostly of pine planks, which, in the business part of the city, began to be replaced by stone in 1866.

The city in 1870 owned and operated the bridges described in the annexed list, all but two of which were constructed during the period here considered.

As will be seen, the slow moving float-bridges which at one time were the only ones in use, had been nearly all replaced by elevated truss bridges, revolving on a central pivot pier. The date and cost of structure is also given.*

* DATE	NAME.	DESCRIPTION.	COST.
1856	Erie Street...	Wooden moat.....	\$ 5,000
1857	Madison St...	Iron.....	30,000
1860	So. Halsted St.	Wooden truss pivot.....	8,500
1862	Clybourn Av.	" " " ".....	8,500
1862	Wells Street...	Wooden truss pivot.....	8,500
1864	Rush Street...	" " " " 211 feet.	
1864	State Street...	" " " " 184 "	32,000
1865	North Ave...	" " " " "	
1865	Fuller Street...	" " " " "	
1865	Randolph St...	" " " " "	
1866	No. Halsted St.	" " " " 140 "	7,000
1866	Clark Street...	Truss pivot, iron chords, 180 ft.	13,800
1867	Chicago Ave.	" " " " 175 "	26,700
1867	Van Buren St.	" " " " 163 "	18,270
1868	Lake Street...	" " " " 185 "	11,450
1868	Twelfth St...	" " " " 202 "	44,949
1868	Eighteenth St.	" " " " 175 "	28,500
1868	Maine Street...	" " " " 152 "	12,450
1869	Division St...	" " " " 176 "	15,795
1869	Indiana St...	" " " " 163 "	48,800
1869	Polk Street...	" " " " 154 "	29,450
1869	Western Ave.	" " " " 125 "	13,000
1869	Throop St...	" " " " "	12,649
1870	Kinzie Street	" " " " 170 "	15,850
1870	Adams Street	" " " " 160 "	37,360
1870	Archer Ave...	" " " " 152 "	11,500
1870	Reuben St...	" " " " 152 "	11,500



Alson S. Shinnau

For the purpose of relieving the overcrowded bridges, and accommodating the constantly increasing travel, the project of constructing tunnels under the river was set on foot as early as 1853, when a company was formed to effect the object; but in consequence of the adoption of improved plans for bridges about this time, nothing was then accomplished. In 1864, however, the subject was again brought up and some action taken without result until in August, 1866, when a contract was made for the construction of the tunnel on Washington street. After expending \$20,000 on the work it was abandoned for want of funds. A new contract was made the following year (1867) under which the tunnel, 1,605 feet in length, was completed January 1, 1869, at a cost of \$517,000.

Work was begun on the La Salle street tunnel November 3, 1869, and it was opened for public use July 4, 1871. It is 1,890 feet in length, and cost \$566,000.

Before this time the city had outgrown its accommodations in the city hall, and in 1869-70 two wings and an additional story were added to the county building, the west half of which was purchased from the county and remodeled for the use of the city government, at a cost, with furnishings, of \$467,000.

The general government having failed to make needed appropriations for that purpose, the ever recurring question of the improve-

River and Harbor.

ment of the Chicago river and harbor occupied a large share of the attention of the Board of public works. A few indispensable repairs were made in 1861-2, and in 1864-5 provision was made for the dredging of the mouth of the river to the depth of fourteen feet, and for extending the north pier 450 feet. In 1867 Congress made an appropriation of \$88,000, and in 1868 of \$35,000, and in 1869 of \$29,700 to aid in the work of extending the piers and improving the harbor; but the burden of the expense was borne by the city, as appears by the Board's report, the

outlay for the years from 1861 to 1870 amounting to no less a sum than \$396,061.

Not much provision was made originally for public parks, those breathing places so essential to the health, comfort and happiness of a crowded city. There was the unhindering lake on the east and the boundless contiguity of open space on the west, whose unfettered winds had free play. What need of expensive outlays for fresh air where nature herself had made such ample provision?

Dearborn Park is the oldest in the city, having been set apart for that purpose on the plat of the Fort Dearborn addition in 1839. It was for years the fashionable part of the town, and facing or near it resided J. Young Scammon, Thomas Hoyne, Mayor Chapin, John High, Samuel L. Brown, N. P. Wilder, Matthew Laflin and others. It had been fenced and considerably improved, but in 1865 it was occupied by the great Northwestern Sanitary Fair, and when that organization got through with it the trees and grass were destroyed, and the walks and grounds were so much injured, that its usefulness as a park was gone.

As the city continued to spread out toward the west, when it reached the distance of two miles, in 1853, with a prospect of still farther growth in that direction, it was thought best to skip some of the ground devoted to the laying off of city lots, and to set aside a portion for a park; for which purpose the city purchased twenty-three acres and laid off Union Park. It was not much improved, however, until after the war, when it was taken in hand and about \$50,000 expended upon it up to 1870.

Other and smaller parks were laid off, upon which small sums were expended prior to 1870, as follows: Ellis Park, of nearly three acres, on the south side; Jefferson Park, of about five acres, and Vernon Park, of four acres, on the west side, and Washington Square on the north side. Trees were set out and walks laid in all of these, and as they have become surrounded with serried blocks

of brick and stone walls they have proved valuable breathing places, no less than play grounds for children, and lounging as well as resting places for the neighboring residents and visitors.

Some attention was also paid to the improvements of the Lake Front Park prior to the close of this decade.

About 1840 the city became the owner of 120 acres of ground in section 23, town 40, range 14, on the lake, the southern ^{Lincoln Park.} sixty of which were laid out and used as the Chicago cemetery. It was then $1\frac{1}{2}$ miles from town, and supposed to be sufficiently remote for the purpose desired. But by 1858 the growing city had nearly reached it, and Dr. John H. Rauch, a member of the Chicago Board of Health, in a paper read before the Chicago Historical Society that year (1858) on the subject of intramural interments, used this language: "Let immediate steps be taken to prevent all further interments within the corporate limits, and as soon as practicable let arrangements be made for the gradual removal of the remains of those already interred [in the Chicago cemetery,] with the ultimate view of converting these grounds into a public park, which shall contribute to the health, pleasure, and credit of our city." The question was then taken up by Dr. William Barry, first secretary of the Chicago Historical society, who enlisted the influential support of such men as W. L. Newberry, George W. Dole, E. Peck, E. B. McCagg, G. S. Hubbard and others, upon whose petition the common council in May, 1859, ordered that the sale of burial lots in said grounds should cease, and on February 15, 1860, arrangement was made providing for the interment of such bodies as the city might direct in the Rosehill cemetery. But this arrangement was not carried out. It was, however, decided not to encroach upon the north 60 acres, but to hold the same "for the public." In 1864, attention being again called to the fact that burials still continued to be made in the cemetery, an ordinance introduced by Alderman John M.

Armstrong was passed, providing that thereafter no bodies should be buried in said Chicago cemetery except in the lots which had been sold by the city, and that the north sixty acres should be set apart as a public park to be known as Lake Park, which name, on motion of Alderman Iver Lawson, in July, 1865, was changed to Lincoln Park.

The following year all burials having been prohibited as a sanitary measure and arrangements made for the removal of the bodies therefrom, as a result of the efforts of Alderman Lawrence Proudfoot, the city council adopted a resolution on his motion that said cemetery grounds should be dedicated to the city as a public park. While great credit is due to these gentlemen for their official action, it must be admitted that the honor of first suggesting this disposition of these grounds belongs to Dr. Rauch, and that the subsequent action of the council was largely due to the persistent efforts of Dr. Barry.

From 1865 to 1870 about \$70,000 was expended upon its improvement. It was thrown open to the public in 1868. By act of the legislature of February 8, 1869, the park was greatly enlarged so as to include the entire cemetery, north from North avenue, and to reach northward one and a half miles, with a width from the lake shore westward of one-quarter of a mile, making a total area of 230 acres. By the terms of the act it was placed under the exclusive control and management of a Board of commissioners then created. The system of parks as now existing was established by law in 1869, and will claim attention in an ensuing chapter.

As before stated, the ordinance providing for a paid fire department was adopted near the close of the preceding decade. By the amended charter of 1865 the department was placed in the hands of a Board of police and fire commissioners; and on October 23d of this year the council passed an amended ordinance prescribing new fire limits, and revising the regulations for the service. The fire commissioners were John Wentworth, A. C.

Coventry, and John S. Newhouse. In 1867 the underwriters of the city secured an amendment to the ordinance, giving them a representation on the Board, under which William James was appointed a commissioner to represent the insurance interest.

In 1866 the department owned eleven steamers, two hand engines, thirteen hose carts, one hook and ladder truck, and fifty-three horses, and had one hundred and twenty paid members, besides one hundred and twenty-five volunteers. Before the close of 1870 the hand engines had disappeared, the number of steam engines had been increased to seventeen, the hose carts to twenty-three, the paid members to one hundred and ninety-four, and the horses to ninety-one.

In 1864 the city fathers decided to adopt the system of fire alarm and police telegraph, which had been so successfully tried in other cities, a description of which, with other interesting facts relating to this department, are reserved for another chapter.

Very much of the growth of a city, no less than the comfort and convenience of its inhabitants, depends upon the facilities afforded for intramural transportation. As the railroad opened up the country to the cultivation and improvement of farms and the building of villages, so does the urban railway, by enabling the citizen to reach his place of business at an early hour, invite the occupancy of cheaper lots, bordering upon the outskirts of the city.

The last of the old omnibus routes, which had been gradually contracting for some years, disappeared at the close of 1865.

The Chicago City railway company, incorporated February 14, 1859, had cars running to Twelfth street by April, 1860, and to the city limits the following June. A branch line on Archer avenue was constructed to Stewart avenue in 1864, and to Bridgeport in 1865. At the close of 1867 the company owned seventeen and a quarter miles of track, and its average daily receipts were \$837—per car per day \$21.

In 1868 the company owned fifty-three cars, and three hundred and seventy-five horses. Eleven cars were run on the State street and Cottage Grove avenue line, ten on the Archer avenue line, ten on the Indiana avenue line, four on State to Twenty-third street, nine on State to Thirty-first street, and three to the Union Stock Yards.

On the 1st of August, 1863, the city railway disposed of its interest in the lines which it had constructed on Madison and Randolph streets running west, to a corporation entitled the West Division company, which had been created under act of the legislature of February, 1861, with a capital of \$300,000. The new company constructed branch lines on Blue Island and Milwaukee avenues in 1863-4, and opened lines on Clinton and Jefferson streets during the same years. The company owned twenty miles of track in 1867-8 and sixty-five cars. The average receipts per day at this time were reported to be \$868; average expenses, \$727, and the number of fares collected during the year 6,059,724, at a cost of four and three-eighths cents each.

The North Chicago railway company, which was chartered at the same time as the Chicago City railway company, by act of February 14, 1859, constructed lines on Clark street to the city limits, and on Clybourn and Chicago avenues in 1859, on Sedgwick street in 1861, and a line to Graceland, with a steam dummy on a portion of it, in 1864. During this year a line was constructed on Larrabee street from Chicago avenue, and the company was also authorized to connect its tracks with those of other companies on the south side. In 1867 the company owned twenty cars and one hundred and sixty-eight horses, employing one hundred men, and the number of passengers carried was 2,566,793. By 1870 it operated twelve miles of road.

In 1867 a charter was obtained and a company organized for the Chicago & Calumet Horse and Dummy railroad company, which constructed a line from Thirty-ninth street

on Cottage Grove avenue connecting the city with Hyde Park.

Prior to 1861 the federal government had occupied rented buildings for the post-office and the custom-house. In 1855-7 a site was purchased on the northwest corner of Dearborn and Monroe streets at a total cost of \$68,600. A stone building, 80x150 feet in area and three stories over a sub-basement in height, was erected on the premises at a cost of \$365,694. It was completed and occupied in December, 1860, the post-office using the basement and first floor, the custom-house and federal court the other floors. It was regarded at the time as a very substantial and magnificent public building.

The increase of business at the post-office has been a faithful index of the growth of the city. In 1836 the commissions of the office amounted to \$2,148, and the expenses to \$350; in 1840 the income was \$5,081 as against \$2,943 outgoes; in 1850 the receipts amounted to \$14,630, and the expenses to \$11,863; and in 1856 these figures were swelled to the sum of \$65,804 receipts, and \$41,130 expenses. At this time the office employed fifty-four clerks; during the administration of John L. Scripps, 1861-5, two hundred were required. In 1864 the money order division was organized, and one man transacted all the business. In 1870 the orders issued amounted to \$455,270 and the amount paid out was \$2,539,330. The receipts from the sale of stamped envelopes in this year were \$626,273, and from the sale of stamps \$445,568.*

* The following is a list of Chicago postmasters, with date of appointment, from the beginning to 1870:

Jonathan N. Bailey, March 31, 1831.
John S. C. Hogan, Nov. 3, 1832.
Sidney Abell, March 3, 1837.
William Stuart, July 10, 1841.
Hart L. Stewart, April 25, 1845.
Richard L. Wilson, April 23, 1849.
George W. Dole, Sept. 25, 1850.
Isaac Cook, March 22, 1853.
William Price, March 18, 1857.
Isaac Cook, March 9, 1858.
John L. Scripps, March 28, 1861.
Samuel D. Hoard, March 9, 1865.*
Thomas O. Osborne, July 23, 1866.
Robert A. Gilmore, Nov. 16, 1866.†
Francis T. Sherman, Sept. 14, 1867.
Francis A. Eastman, April 25, 1869.

* Not confirmed.

† Drowned in the lake Sept. 11, 1867.

No one department more clearly exhibits the increase of business and growth of the city than that of the custom-house. In 1846, when the district was established, the duties received from imports amounted to \$14.10 only. The following year the duties collected increased to \$768. By this time the business demanded the services of three employees; in 1850 five assistants were required; in 1860 thirteen, and in 1870 thirty-seven. In 1847 the expenses of the office, amounting to \$1,332, largely exceeded the income, as they did every year up to and including 1851.

The following table exhibits the receipts at the port of Chicago, and the expenses in collecting the revenue from 1848 to 1870:

Year.	Duties.	Ton'age Duties.	Expenses.
1848	\$ 1,104	.....	\$ 1,784
1849	2,045	.....	2,609
1850	4,256	.....	4,935
1851	1,924	.....	2,816
1852	10,610	.....	2,400
1853	110,885	.....	2,853
1854	332,814	.....	5,017
1855	573,921	.....	7,295
1856	205,195	\$ 372	11,911
1857	143,009	.....	14,536
1858	80,148	.....	14,097
1859	23,151	277	12,723
1860	68,919	.....	11,576
1861	45,149	.....	12,525
1862	21,628	.....	12,809
1863	65,980	9,760	12,317
1864	158,454	10,962	12,670
1865	127,931	28,066	17,213
1866	393,406	22,953	20,146
1867	511,061	32,842	31,585
1868	659,380	31,192	54,831
1869	583,835	32,859	70,019

The following is a list of the Collectors of the port of Chicago from the date of its creation to 1870:

NAME	DATE OF BOND.
Wm. B. Snowhook.....	August 27, 1846
Jacob Russell.....	May 11, 1849
Wm. B. Snowhook.....	June 6, 1853
Philip Conley.....	July 17, 1855
Jacob Fry.....	April 13, 1857
Bolton F. Strother.....	June 21, 1858
Luther White.....	April 6, 1861
Luther Haven.....	October 10, 1861
Thomas J. Kinsella, acting.....	March 22, 1866
Walter B. Seates.....	July 1, 1866
James E. McLean.....	June 30, 1869

The policy of the government in providing means for the care of sick and disabled seamen was shown before the close of the war of the revolution by the passage of an act for the erection and maintenance of marine hospitals. That



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at Chicago was built upon the Fort Dearborn reservation, and turned over to the collector and first occupied May 15, 1852. Up to June 30, 1861, there had been paid on this account \$57,712. On September 5, 1864, the hospital, including the site, was sold at public auction to the Michigan Central railroad company for \$132,000. The building of the present hospital, at Lake View, was commenced in September, 1869, and completed in 1872 at a cost of \$452,000. The structure, situated on a ten-acre tract of high ground overlooking the lake, comprises a central building three hundred and sixty feet by sixty feet in area, and two wings, all four stories and basement in height, built of Lemont stone.

A pension agency, as an outgrowth of the civil war, was established in Chicago September 1, 1862. The incumbents of the office up to 1870 were as follows: James W. Boyden, Lewis H. Davis, Charles T. Hotchkiss and Benjamin J. Sweet.

Another federal department, which was also an outgrowth of the war, was that of internal revenue, the first collector of which was George Schneider, appointed August 28, 1862. His successors up to 1870 were Orrin L. Mann, June 26, 1866; John M. Corse, June 18, 1868; Edmund Juessen, April 19 1869; Herman Raster, December, 1869.

Before the office was abolished the following persons occupied the position of Assessor of internal revenue: Philip Wadsworth, September 5, 1862; Peter Page, October 5, 1863; M. R. M. Wallace, July 17, 1866; J. D. Webster, April 9, 1869.

In 1865 the Board of Education as it then existed was legislated out of office, and the public schools placed under the supervision of the school inspectors appointed by the common council. In 1866 the council authorized the school Board to expend \$80,000 in the erection of school houses, and the legislature of 1867 authorized the municipality to issue bonds amounting to \$500,000 for that purpose. As a result of

these provisions the following school-houses were erected: The Dore, in 1867; the Holden, Carpenter, Hayes and Clark, in 1868, at a cost of from \$58,000 to \$74,000 each. The entire number of schools in 1869, including the high school, was thirty-seven.

The growth of the public school system during the decade here considered (1860-1870) may be seen from the following table:

YEAR ENDING.	SCHOLARS ENROLLED.	NO. OF TEACHERS.	COST OF TUITION.	CURRENT EXPENSES.
Feb. 1, 1860.....	14,199	123	\$ 49,612	\$ 69,630
Feb. 1, 1861.....	16,547	139	60,994	88,533
Dec. 31, 1861.....	16,441	160	68,607	86,755
Dec. 31, 1862.....	17,521	187	75,326	92,578
Dec. 31, 1863.....	21,188	212	88,111	113,305
Aug. 31, 1865.....	29,080	240	131,034	176,003
Aug. 31, 1866.....	24,851	265	162,383	219,198
Aug. 31, 1867.....	27,260	319	227,524	296,672
July 1, 1868.....	29,954	401	278,133	352,001
July 1, 1869.....	34,740	481	350,515	446,786

The number of private and parochial schools in the city, notwithstanding the opportunities and facilities afforded for attending the public schools, steadily increased. They could be counted on the fingers of the two hands in 1860, but in 1870, including the academies, they numbered fifty-seven. Of the schools of lower grade twenty-nine belonged to the Catholics and seventeen to the Lutherans, and the number of scholars in attendance, although not accurately ascertained, could hardly have been less than 15,000. Private schools and academies, aside from those denominated parochial, had not been so much encouraged, owing doubtless to the excellence of the public schools; yet ten or twelve of these were well sustained, and gave good satisfaction to their patrons.

The main building of the University of Chicago, on Cottage Grove avenue, was completed in 1865, at a cost of \$150,000. The property in 1888 reverted to the Eastern Insurance company, which had advanced large sums to the institution, and in 1890 the building was demolished.

The Chicago Academy of Sciences erected

in 1865-6 a new building, on Wabash avenue near Van Buren street, fifty-five by sixty feet, two stories high, at a cost of \$46,000.

An edifice for the Chicago Historical Society was erected in 1868 on its lot, cornering on Dearborn avenue and Ontario street, at a cost of \$35,000.

Crosby's Opera House, on Washington street, was completed in 1865 at a cost of \$375,000, and during the same year Smith and Nixon's Hall, just east of the Chamber of Commerce, was also constructed. The Dearborn Street Theater was built in 1868, besides a number of handsome stone churches costing over \$50,000 each. It was during this period also that the following hotels were erected: The Palmer House, the Pacific, Ogden, Michigan Avenue, Bigelow, and Nevada.

The growth of the various churches in the city during this period was even more remarkable than that to be observed in any other direction. Figures, which say so much at a glance, and in such compact form, are once more resorted to, to tell the wondrous tale.

Table showing the number of leading churches in Chicago in 1860 and in 1870:

Name.	1860.	1870.
Roman Catholic.....	9	27
Episcopal.....	9	20
Baptist.....	7	27
Methodist Episcopal.....	16	26
Presbyterian.....	10	26
Congregational.....	6	12
Lutheran.....	9	23

The church accommodations in 1860 were estimated at 66,000, and in 1870 at 147,200.

CHAPTER X.

CHICAGO IN THE CIVIL WAR.

The part borne by the State of Illinois in the civil war of 1861-5, which so severely tested the strength, loyalty and valor of the nation, forms a record no less honorable than it is patriotic and glorious.

In response to the calls of the government the State furnished more troops in proportion to its population than any other, even at times exceeding the quotas demanded. It gave to the nation the illustrious Lincoln, who guided the ship of State safely through the storm of fraternal strife, and sent to the field General Grant, that incomparable commander who led the armies of the Union to final victory.

Chicago, the metropolis of the State, was always in the front of the fight, and gave a controlling direction to that loyal public sentiment which influenced the action of the people, not only of Illinois, but even of the entire country. Indeed, none of the large cities of the Nation was more conspicuous in devotion to the cause of the Union than Chicago. Her native population consisted in the main of liberty-loving men and women from rocky New England and the Middle States; while a majority of her foreign born citizens were sturdy emigrants from Germany and Scandinavia, who hated slavery, and from Ireland, who loved the Union, not only on its own account, but also because the English cabinet was inclined to favor the other side.

The press of Chicago, conducted by the ablest corps of editorial writers in the Country was, with one exception, loyal to the core. It not only led the people of Chicago and Illinois in the right

direction, but exercised a commanding influence in other cities and States. Every issue, especially of the *Tribune*, was a bugle blast in favor of the Union, and the war for its preservation.

The march of events during the latter part of the year 1860, and the early months of the new year, threw ^{Mass} Meetings the entire country into a wild, feverish tumult. Before any other State had followed South Carolina in its act of secession, while as yet the destiny of the Nation hung in the fiery balance of Southern debate, on the very day, indeed, when the steamer *Star of the West* left New York City with supplies for Fort Sumter, although that fact was not publicly known at the time—on Saturday evening, January 5, 1861, the people of Chicago were called together in mass meeting in Bryan Hall, to consider the gravity of the impending crisis, and to give expression to their views upon the critical situation of national affairs. The meeting was called without distinction of party. Every patriot, indeed, who “rejoiced in the protection of the Stars and Stripes, who cherished the hallowed memories of ’76, who felt the blood course more swiftly through his veins at the mention of Bunker Hill and Yorktown,” was invited to attend. A great outpouring of citizens, representing all classes and shades of opinion, responded to the call. Snowden S. Hayes, a leading democrat, was called upon to preside, and the committee on resolutions consisted of the following distinguished gentlemen from both political parties: Wm. K. McAllister, Stephen A.

Goodwin, J. Lyle King, James W. Sheahan, Evert Van Buren, John C. Rogers, Edwin C. Larned, John Van Arman and Digby V. Bell. Patriotic addresses were delivered by Messrs. Goodwin, Larned, Hayes, Van Buren, Richard K. Swift, Wm. Bross, Henry Waller, Isaac N. Arnold, Elliot Anthony and J. K. C. Forrest. Resolutions were adopted, amid great excitement and tremendous applause, in favor of the Union of States "which must and shall be preserved;" calling for the enforcement of the laws "at whatever cost and by the whole power of the Nation;" endorsing the course of Major Robert Anderson in beleaguering Fort Sumter and demanding that he be sustained "by the whole force of the government."

One of the resolutions adopted contained this clause: "That whatever the subjects of mutual difference between the sections may be, they will only be aggravated by a dissolution of the Union; and that men of all political parties, in both sections of the country, should be ready to make great concessions to restore peace and harmony between the different sections of the country." This occasioned an animated debate, being strongly opposed by several speakers, and its passage, which was itself a concession in favor of harmony, created considerable dissatisfaction. It evoked, in fact, such decided condemnation, as likely to lead to unwarrantable conclusions, that a call was issued for another Union meeting to be held January 14th, which was signed by many of those who had supported the resolution. The meeting was held at Metropolitan Hall, and being controlled by that section of the Union element in the city which was the most pronounced and radical, was even more enthusiastic than the one previously held. The committee on resolutions was composed as follows: Grant Goodrich, Wm. Bross, R. K. Swift, I. N. Arnold, J. W. Waughop, Van H. Higgins, J. K. C. Forrest, Alonzo Huntington, L. B. Perry, and A. D. Bradley. George Manierre was called to the chair,

and opened the meeting with an eloquent speech. He was followed by I. N. Arnold, John Wentworth, J. T. Sloan, Grant Goodrich, and A. D. Bradley. The resolutions adopted were equally pronounced for the Union as those of the previous meeting, with the "great concessions" clause left out.

On January 8th, Mayor Wentworth issued a proclamation—the first one issued relating to the rebellion, it is claimed—recommending that on this anniversary of the battle of New Orleans all public offices should be closed; that the people congregate in meetings to declare their attachment to the Union; that flags of the Federal Union be everywhere displayed; that at sunrise thirty-three guns be fired in honor of the Union, and a salute of fifty-six guns at noon in honor of Major Robert Anderson, and that during the firing the bells be rung throughout the city; that a salute of seventy-eight guns be fired at sunset in memory of Andrew Jackson, amid the tolling of bells, because of the absence in the general government of his patriotism and courage at this critical juncture.

From this time to the firing of the first gun in the fratricidal conflict—"the pause before the shock"—the stirring events were watched by every citizen with breathless solicitude.

The failure to reinforce Major Anderson, the secession of Mississippi, Florida, Alabama, Georgia and Louisiana, in January, and of Texas on February 1st; the peace congress; the organization of the "Confederate States" government in February; the journey of the president-elect during the same month to, and his safe arrival at the capital amid exciting incidents, and his inauguration March 4th; were the great events which followed each other in quick succession.

The firing upon Fort Sumter on Friday morning, April 12, 1861, the news of which reached Chicago and the country on the day following, electrified the Nation with the news that civil war had begun.

On Monday, the 15th, President Lincoln issued his first call for 75,000 volunteers "to

suppress insurrectionary combinations," the quota assigned to Illinois being six regiments of infantry. On the same day Governor Yates issued a call for a special session of the general assembly to meet on April 23d, to adopt such war measures as the crisis seemed to demand.

Among the many meetings held in the principal cities of the Union to give tongue to the thoughts of the people, and in ratification of the call of the President, the most enthusiastic, perhaps, was that held in Metropolitan Hall, in Chicago, and its overflow, on the evening of April 16th. Norman B. Judd presided over the indoor meeting, which was addressed by Owen Lovejoy, I. N. Arnold, Julian S. Rumsey, T. J. Sloan, A. T. Bradley, B. F. Millard, George W. Gage, S. M. Wilson and Usher F. Linder. Every Union sentiment was cheered to the echo, amid the waving of banners and the singing of patriotic songs, a new one, by George F. Root, entitled "The First Gun is Fired! May God Protect the Right!" being sung for the first time, by the celebrated singers, Frank and Julius Lombard.

On the evening of April 18th monster mass meetings were held at Bryan and Metropolitan Halls for the purpose of taking measures to arm and equip the first volunteers from Chicago. The immense throng came together by the light of bonfires blazing in all the principal streets, the various committees appointed marching to the music of the Light Guard band, while the spirit stirring drum and fife were heard at the recruiting stations along the route.

At Bryan Hall all the great interests of the city were represented by committees, as follows: the Board of Trade, one hundred strong, the Bench, Thomas Drummond, John M. Wilson, George Manierre; the banks, Lieutenant-Governor F. A. Hoffman, B. F. Carver, E. I. Tinkham; railroads, Wm. R. Arthur, George M. Gray, C. G. Hammond; surgeons, Daniel Brainard, N. S. Davis, L. D. Boone; the military, R. K. Swift, J. H. Tucker, Thomas Shirely; citizens, Wm. B. Ogden, Samuel

Hoard, E. H. Haddock. Judge Drummond presided. Eloquent speeches were made by the president, S. S. Hayes, Judge Gookins, John Wentworth, I. N. Arnold, Philip Conley and Rev. Mr. Corning. The committee of bankers made a tender of financial aid to the governor, amounting to \$400,000. Private subscriptions were made footing up over \$8,000. Among the \$500 subscribers were: John Wentworth, R. M. Hough, S. F. Gale, John L. Hancock, Walter L. Newberry, E. W. Willard; \$400, J. S. Rumsey, G. C. Cook & Co.; \$250, Peter L. Yoe, George Manierre; \$200, Munger & Armour, Jonathan Burr, B. F. Carver; \$100, Philip Conley, Governor Hoffman, C. B. Brown, A. E. Kent, H. Wheeler, S. Sexton, Frederick Leitz, E. Cobb, Van H. Higgins, B. P. Hutchinson, E. Aiken, Orrington Lunt, Samuel Bliss, Bowen Bros., Gurdon S. Hubbard, Tribune Company, C. M. Henderson, & Co., Augustus H. Burley, R. E. Wood, H. E. Sargeant, J. C. Whitmarsh, U. H. Crosby, D. R. Holt, Hugh Maher, Martin Green, Plymouth Church and Cyrus Bentley.

This list was subsequently increased until it amounted to over \$40,000 and included the names of over four hundred different subscribers. Among these were: "Henry Farnam, \$500, and \$500 more for the support of the families of those who volunteered in the service to fight for our flag, and \$1,000 for each regiment in the State." Other \$500 subscribers were J. H. Dunham, Sturgis, Buckinham & Co.; \$1,000 subscribers, J. Young Scammon, George Smith, Cooley, Farwell & Co., Chicago Gas Light Company; \$250, William Blair, S. A. Smith, E. H. Haddock, H. T. Dickey, U. H. Brown, Davis, Sawyer & Co.; \$200, Wright & Tyrrell, Thomas Hoyne, F. G. Adams, H. G. Loomis, Mark Skinner, Doggett, Bassett & Hills, M. C. Stearns; \$100, Singer & Talcott, Smith, Pollard & Co., Denmore & Rice, Jones & Culbertson, Jas. B. Waller, Jewett & Butler, William Bowie, C. T. Wheeler, P. Anderson, A. Neeley Lawrence, Watson, Tower & Co.; \$150, George Hale, A. E.

Kent & Co., Julien Magill, Price & Morris, W. Munger, E. Aiken, C. H. McCormick, L. Burdock; \$150, H. H. Magie, Hale & Ayre, Thomas B. Bryan, Enos Ayers, Field, Benedict & Co., Gillett & King, B. S. King, John Maitland, Munn & Scott, George Sturgess & Co., Samuel Have, B. F. Quimbey, B. Adams, Weston & Baxter, David J. Lake, Walker, Washburn & Co., L. D. Norton, Allen Howes, Day, Allen & Co., R. Meadowcroft, P. H. Ball, Fairbanks & Greenleaf, Wm. Brine, E. C. Larned, H. H. Porter, Hardenberg & Williams, Richards, Crumbaugh & Shaw, Condict, Wooley & Co., S. B. Cobb, Jerome Beecher, Thomas Church, Law & Strother, Peake, Marsh & DeLong, E. R. Kellogg & Co., Wadworth, Wells, & Co., Buel, Hill & Granger, James Kelley & Co. Tuttle, Hibbard & Co., Barrett, King & Co.

At the other meeting held on the evening of the 18th, Rev. Henry Cox presided, and speeches were made by State senator G. C. Bestor, from Peoria, Murray F. Tuley, Geo. A. Meech, Col. Thomas Shirley, C. G. Wicker, H. E. Seeley, John A. Thompson, and others.

At the same time a large meeting of Scandinavian citizens was held at West Market Hall, at which stirring speeches were made by C. M. Reese, G. C. Paoli and others.

At the Bryan Hall meeting a military finance committee was appointed, which was authorized to disburse the individual funds subscribed in the interest of raising and equipping troops, and for the care and support of the families of volunteers. It was composed of the following leading citizens: Edward H. Hadduck, Julian S. Rumsey, Thomas B. Bryan, Laurin P. Hilliard, Orrington Lunt, Benjamin F. Carver, Philip Conley, Fred. Leitz, P. L. Underwood, George Armour, John J. Richards, Hiram E. Mathers, F. G. Adams, John L. Hancock, H. G. Loomis, Robert Law, George W. Gage, Alexander White, Charles G. Wicker, Redmond Prinderville, Gurdon S. Hubbard, Samuel Hoard, Edward

I. Tinkham, Thomas J. Kinsella, Roselle M. Hough, Eliphalet Wood, Nelson Tuttle, Homer E. Sargent, J. Gale, U. H. Crosby, and James Long (subsequently added). Mr. Hadduck was elected chairman of the committee, but resigning soon thereafter, A. H. Burley was chosen to act in that responsible position.

Although not in the chronological order of events, it is perhaps better to state here that this committee, after disbursing some \$12,000 of the funds in their hands, made a full report to a public meeting called for that purpose August 10, 1861. The members of the committee then tendered their resignations, and requested that a new one be appointed with increased powers of action. The committee was accordingly discharged, and a unanimous vote of thanks extended them for their services. A new committee was then appointed, as follows: John M. Wilson, Grant Goodrich, Van H. Higgins, Thomas Drummond, Elisha W. Willard, John M. Douglas, Thomas Hoyne, Thomas B. Bryan, Augustus H. Burley, George Manierre, Edward C. Larned, James H. Bowen, John C. Dore, Harvey D. Colvin, John Van Arman, George Schneider, Eliphalet Wood, Roselle M. Hough, Peter S. Yoe, Charles G. Wicker, Joseph H. Tucker. The following names were subsequently added, Julian S. Rumsey, Mark Skinner.

The citizens of Chicago did not begin their preparations any too soon, for while on the morning of April 19th they were reading the proceedings of the great meetings of the previous night, the first blast of actual war fell upon them. It came in the shape of a telegraphic dispatch from Governor Yates to General Richard K. Swift, then in command of the militia at Chicago, in the following words:

“SPRINGFIELD, April 19, 1861.

General Swift:

As quick as possible have as strong a force as you can raise, armed and equipped with ammunition and accoutrements, and a company of artillery, ready to march at a mo-



Geo W. Smith

THE
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ROYAL ANTHROPOLOGICAL INSTITUTE

ment's warning. A messenger will start to Chicago to-night.

RICHARD YATES,
Commander-in-Chief."

The point to be reached by these troops was Cairo, the strategic importance of which, situated at the mouth of the Ohio river, with unfriendly communities across the Mississippi in Missouri and in Kentucky, made it important that it should be occupied at once by Union forces. John W. Bunn, then, as now, a resident of Springfield, was the messenger sent by the governor, who fully explained the necessity for immediate action and keeping the destination of the troops a profound secret.

The military organizations of Chicago consisted of two regiments, the 60th infantry, commanded by Colonel J. H. Tucker, and the Washington Independent infantry, of which Thomas Shirley was the lieutenant-colonel, which formed the 2d brigade of the 6th division of Illinois State militia, under command of Brigadier-General Swift. But the ranks of the organizations (like those of the militia companies of other northern States) had been reduced, and their training in military tactics neglected, during the long years while service in them had been a pastime and no call had been made upon them for action. In a word, they were neither intact nor efficient.

General Swift issued his orders for the militia to muster, but the response was made only by independent volunteer companies, mostly formed within the past few days from old organizations. The expedition was composed of the following forces: Field and staff officers, R. K. Swift, brigadier-general; S. D. Baldwin, brigade-major; W. H. Osburn, judge advocate; John H. Ross, brigade engineer; R. M. Hough, brigade quartermaster; I. H. McKay and H. M. Wilcox, assistant quartermasters; Thomas Sim, brigade surgeon; S. R. Haven, assistant surgeon; Wm. Hemstreet, assistant adjutant-general; J. D. Webster, paymaster; Roger Fowler, commissary; Wm. Spaulding, assistant com-

missary; E. F. Griffin, aide-de-camp; Chicago Light Artillery, Captain James Smith; Company A Chicago Zouaves, Captain Jas. R. Hayden; Company B Chicago Zouaves, Captain John H. Clybourne; Chicago Light Infantry, Captain Frederick Harding; Turner Union Cadets, Captain Gustave Kowald; Lincoln Rifles, Captain Geza Mihalotzy; Lockport Light Artillery, Captain Norman L. Hawley; Light Artillery Company, Captain Cobb Hopkins. In all about 400 troops. Captains Charles Houghtaling, of Ottawa; Edward McAllister, of Plainfield, and Lindsay H. Carr, of Sandwich, reported for service, but did not actually join the force until some days afterward. Fifty muskets were borrowed from a Milwaukee company, but the volunteers were largely armed with such rifles, shot-guns and pistols as could be readily obtained. The artillery had four cannon, the balls for which were cast in the foundry of Philetus W. Gates, Sunday morning. The men were not uniformed, each soldier wearing his everyday clothing; but all were furnished with red blankets. The war committee advanced the funds and made all necessary purchases of such arms and supplies as could be procured—the amount thus expended being subsequently refunded by the Government.

At eleven o'clock on the night of April 21 (Sunday), a little more than two days from the time of receiving the dispatch, amid the screeching of steam whistles and the cheers of a large crowd, including friends and relatives of the departing volunteers, the expedition started, on an extra train of the Illinois Central railroad, upon its unknown errand.

Arriving at the long bridge across the Big Muddy on the evening of April 22d, Captain Hayden's company and a section of the Chicago Artillery were detailed to guard the bridge, whose destruction had been threatened. The remainder of the force reached Cairo that night at 11 o'clock.

There Captain Smith rendered valuable service in seizing the steamers C. E. Hillman

and John B. Perry, which were proceeding from St. Louis down the Mississippi river with arms and ammunition for the insurgents.

General Swift was relieved of his command by General Benjamin M. Prentiss April 24th. He was one of the many who appeared upon the surface at the beginning of the rebellion by reason of his position as an officer in the militia, but who quickly disappeared from military circles as the war progressed. His friends never claimed for him any great distinction as the commander of the Cairo expedition. If what is stated is true, however, as to his order given when approaching the bridge across the Big Muddy, which was reported to be occupied by a hostile force, he disclosed one quality, at least, of a good soldier, to wit, discretion. "He directed that the platform cars, on which were the cannon, should be placed in front and the locomotive in the rear, so that in case of being attacked they could use the guns at long range and retreat if found necessary." The other officers failing to agree with him the train proceeded in the usual way.

The companies of Captains Clybourne, Kowald, Mihalotzy and Hopkins were discharged April 29, 1861; those of Captains Smith, Hayden and Hardy May 2d and 3d, and that of Captain Hawley July 31. The greater portion of the officers and men subsequently volunteered in other military organizations. The company of Chicago dragoons, Captain Charles W. Barker, was also called into service April 19th, and was mustered out in September.

In view of the foregoing facts, it may be fairly claimed that the first armed force sent to the field in the West was from Chicago, as was its commander; that the first shot fired in the Mississippi valley in defense of the Union was a Chicago shot, from a Chicago cannon, aimed by a Chicago volunteer, who was captain of a Chicago company of artillery.*

* "Illinois' First Response In the Late Civil War," by Hon. A. H. Burley—a paper read before the Chicago Historical Society.

This was the shot across the bow of the steamer Hillman, compelling her to round-to at Cairo.

In the meantime Chicago was in a blaze of military furor. The war was paramount to every other subject for thought, speech or action, all business, for the time, being overshadowed by the call to arms. Flags floated from every building until there were no more to be had, nor bunting out of which to make them. The glow of patriotism affected all classes without reservation, and the ranks of volunteer companies were rapidly recruited. The older citizens who were exempt from service by age, full of patriotic ardor, formed themselves into a company called the "Old Guard."*

Public meetings to stimulate recruiting, and to facilitate more speedy action in the various measures of preparation, were the order of the day and night. The old wigwag, which had been erected for the purpose of

* The following names were signed to the muster roll at the first meeting:

Van H. Higgins, James H. Reese, David H. Ross, G. Herbert, H. N. Heald, F. B. Gardner, Wm. Arbuckle, L. C. P. Freer, L. Doyle, George Anderson, Edward Craft, Wm. Osborn, J. G. Hamilton, R. P. McLoon, J. B. Goodkins, J. S. Banks, Wm. H. Bradley, J. O. Humphrey, Reuben Taylor, Benjamin F. Haddock, Walter Kimball, J. W. Chickering, Jas. H. Moore, Joel Kinney, Giles Fetch, Samuel Stone, G. A. Sprague, Alonzo Huntington, O. Kendall, J. W. Van Osdell, John B. Rice, Samuel McKay, Thomas Drummond, James Campbell, J. Johnson, Samuel Miles, H. H. Yates, S. A. Ford, Bradford Stone, R. M. Carter, Peter L. Yoe, J. H. Woodworth, Wm. James, Caleb Shaw, Alfred Dutch, Wm. A. Ingalls, W. Hutchings, Alfred Smith, C. E. Thompson, Andrew Aiken, J. C. Cunningham, W. L. Felton, Ebenr O. Nash, Luke Colburn, Luther Nichols, J. C. Walter, E. S. Wadsworth, G. N. Reading, E. O. Sullivan, A. S. Fay, C. Rees, S. Marsh, M. E. Coe, J. Speer, Harry Danks, Tim Hamlin, M. Grants, Jos. McPherson, Sylvester Lind, J. Cartwright, F. Doty. The officers elected for this company (A) were as follows: Charles E. Thompson, captain; Wm. Hutchings, first lieutenant; D. V. Bell, second lieutenant; B. B. Morris, third lieutenant; H. W. Zimmerman, first sergeant; H. H. Yates, second sergeant; J. B. Rice, third sergeant; Luther Nichols, fourth sergeant; J. W. Chickering, first corporal; Thomas Hoyne, second corporal; Andrew Harvie, third corporal; John H. Kinzie, fourth corporal; H. W. Zimmerman, secretary; J. H. Woodworth, treasurer; J. A. Smith, J. M. Wilson, R. T. Blackburn, J. B. Rice, S. B. Cobb, executive committee; J. H. Woodworth, William Wheeler, B. B. Morris, James H. Moore, and B. W. Raymond, finance committee.

These organizations increased until they numbered twelve companies, including the most substantial lawyers, bankers, physicians, merchants and mechanics.

holding the National Republican convention of 1860, had been refitted and rechristened the "National Hall," and was now consecrated to patriotism. At the first meeting held there, on the evening of April 20th, fully ten thousand people occupied every inch of seating as well as standing room, while half as many more had to be turned away. It was the most boisterously enthusiastic gathering ever assembled in this city of great meetings. Dr. Daniel Brainard was chairman, and among the vice-chairmen were Bishop Duggan, Lieutenant-Governor Hoffman, Gardon S. Hubbard, Ebenezer Peck, C. H. McCormick, John L. Scripps, J. H. Kinzie, S. W. Fuller, P. W. Gates, W. L. Newberry, George Schneider, A. C. Hessing and E. B. McCagg. Following the speech of Dr. Brainard, a leading Democrat, one of the most intensely dramatic incidents ever witnessed in a public, miscellaneous assembly occurred. The doctor stated that it was "rumored that there were traitors among us," and he proposed that Judge Manierre should administer the oath of fealty to the meeting *en masse*. Whereupon the vast audience arose and stood with bared heads and raised hands, and every one present, old and young, men and women, reverently repeated after the judge the following oath :

"I do solemnly swear, in the presence of Almighty God, that I will faithfully support the Constitution of the United States, and of the State of Illinois, so help me God."

This was followed by the singing, under the leadership of the author, George F. Root, assisted by Jules Lombard, of the song "May God Protect the Right!"

Another meeting held at the same hall on the evening of May 1st was not only as large and enthusiastic as the last, but even more far-reaching in its influence and consequences. This was the occasion of the reception tendered to Judge Douglas on his return home from Washington. No man in the Union had a stronger partisan hold upon the affections of the people than he. He had been Mr. Lincoln's principal rival for the

Presidency, and had nearly evenly divided the votes of the free States with him. To no one did loyal men more eagerly turn for counsel and advice when the war broke out than to him. It had been observed by the loyal people of the country, with admirable approval, that when Mr. Lincoln had arrived in Washington to assume the duties of his high position Judge Douglas was one of the first to call upon him ; that when the President delivered his inaugural address his great competitor stood behind him and applauded its sentiments, and the next day in the Senate took occasion to speak approvingly of its principles and proposed measures. And now that the red gauntlet of war had been thrown and the issue joined was to be decided by the sword, the life-long friends of the judge had anxiously awaited an expression of his views upon the situation. His splendid oratorical effort before the State legislature a few days previous had left no one in doubt as to his position. He was received upon his arrival at the depot by a committee composed of leading Democrats and Republicans, and escorted by an immense procession, during the firing of a salute of thirty-four guns to the hall made famous by the nomination of Mr. Lincoln, now dedicated to the cause of the Union. He was found to be in full accord with his great audience, and his remarks at the outset, that whatever political differences had divided the people, when our country was in danger his loyalty to the Union, the constitution and the old flag could be relied upon, was received with cheer after cheer. His discussion of the doctrine of secession, and of the conspiracy to divide the Union, was masterly indeed. He gradually reached the grand peroration, so frequently quoted since : "There are only two sides to the question. Every man must be for the United States or against it. There can be no neutrals in this war ; only patriots or traitors." At the close of his speech, the last one of his life, the audience rose and gave the distinguished Senator nine cheers.

The effect produced by the stand thus taken by Judge Douglas, powerful as it was

in Chicago, was not confined to that city or the State of Illinois. His able arguments and distinct utterances had a decided influence upon the thought and action of all classes in every northern State. If some of those who had followed him with strongest faith through many an exciting political campaign had been in doubt, they no longer hesitated in regard to their present duty. Their chief had pronounced emphatically in favor of sustaining the Union and the constitution—they would still follow him.

With such incentives to action, it is not to be wondered at that the work of recruiting companies and regiments for service in the pending conflict proceeded with extraordinary despatch.

The quota of Illinois under the first presidential call for troops was six regiments of infantry, numbering, in view of the six regiments sent from the State to the Mexican war, from seven to twelve. They were quickly raised and first sworn into the State service for three months, May 2, 1861. All of these regiments re-enlisted with nearly the same men and officers, and were mustered into the United States service at Cairo for three years, August 1.

Companies A and K of the 12th regiment were from Chicago. This regiment was at first commanded by Col. John McArthur, of that city, upon whose promotion in May to a brigadier generalship, lieutenant-col. Augustus L. Chetlain succeeded to the command, and Major Arthur C. Ducat was appointed lieutenant-colonel. George Mason was adjutant of the regiment and Dr. Horace Wardner surgeon.*

*The commissioned officers of the two three years companies from Chicago were as follows: A, Captains Arthur C. Ducat, Oct. 15, 1861, promoted Major; Lieutenant-col. and Brig.-Gen.: Wm. Fisher to Sept. 3, 1862 (resigned); Duncan McLean to June 2, 1865; Owen E. Smith to July 10, 1865.

First Lieutenants—Wm. Fisher, to Oct. 15, 1861; Duncan McLean, to Sept. 3, 1862; Washington Van Horn, to Aug. 1, 1864; Owen E. Smith, to Aug. 1, 1864; Louis Wagner, to July 10, 1865.

Second Lieutenants—Duncan McLean, Aug. 1, 1861; Washington Van Horn, to Aug. 1, 1861; Jas. B. Johnson, to Aug. 3, 1864; Wm. E. Farr, July 10, 1865.

Company K, Captains—John R. Huggin, to Aug. 1,

Many companies were formed in advance of calls for troops. One of these (I) became a part of the Thirteenth regiment, commanded by Col. John B. Wyman, which was sworn into the three year service, May 24, 1861.*

A Chicago company of sappers and miners, Captain H. N. Snyder, was formed in May and attached to the Ninth Missouri Infantry; and Captain McGinniss' company, composed of Chicago men, became a part of the Sixth Missouri—both of these companies having failed to be received in Illinois regiments.

The Sturges Rifles, a company armed and equipped through the liberality of Solomon Sturges, of which James Steele was captain, Nathaniel E. Sheldon, first lieutenant, and Marcus P. Foster, second lieutenant, also failing to be connected with any Illinois regiment, was accepted by the War Department as an independent organization, and with Captain Charles W. Barker's dragoons, also a Chicago Company, was ordered to the command of General McClellan, in Virginia, where they served, participating in the battle of Rich Mountain, until the expiration of their enlistment, November 25, 1862.

Companies A, C, D, E, G and K, as subsequently designated in the Nineteenth Regiment, Col. John B. Turchin, all of them from Chicago, were sworn into the State service at Springfield, May 4, 1861, and

1861, promoted Major and Bt. Brig.-General; Wm. E. Waite to Aug. 1, 1864; David Osby, to July 10, 1865.

First Lieutenants—Wm. E. Waite, to Aug. 1, 1861; Chas. E. Beaumont, to July 14, 1862; Henry B. Wager, to Dec. 14, 1862; Francis Rutger, to Oct. 21, 1864; Wm. Tibbets, to July 10, 1865.

Second Lieutenants—Eben Bacon, to Nov. 24, 1861; Chas. E. Beaumont, to April 1, 1862; Henry B. Wager, to July 14, 1862; Leroy Clark, to Aug. 30, 1862; Francis Rutger, to Dec. 14, 1862; Thos. S. Holliques, to Sept. 8, 1864; John M. Herman, to July 10, 1865.

*The following is a list of the commissioned officers of this company: Captains, Samuel W. Wadsworth, from May 24, 1861 to March 17, 1863, when he resigned, who was succeeded by Jas. D. Everest, who commanded the company until June 22, 1864.

First Lieutenants, Jas. D. Everest, May 24, 1861, to March 17, 1863; Hyacinth Cuniffe, March 17, 1863, to March 11, 1865.

Second Lieutenants, Isaiah H. Williams, May 23, 1861, to March 31, 1862; Geo. E. Hinmon, March 31, 1862, to Nov. 10, 1862; H. Cuniffe, Nov. 10, 1862, to March 17, 1863; Robert Rutherford, March 17, 1863, to June 22, 1864.

being thence ordered to Chicago, June 3, were organized with other companies as a regiment, and sworn into the United States service for three years June 17.*

C. Carroll Marsh, of Chicago, was colonel of the Twentieth Infantry, serving from

*The following is a list of the field and staff officers of this regiment, and also of the commissioned officers of the companies from Cook county. (Abbreviations—Prom. for promoted, Res. for resigned, M. O. for mustered out.)

NAME AND RANK.	DATE OF RANK OR ENLISTM'T	REMARKS.
Col. John B. Turchin.....	June 22, '61	Res. Aug. 6, '62, prom. Brig. Gen. July 17, '62.
" Joseph R. Scott.....	Aug. 7, '62	Died July 8, '63, from w'nds at Stone River.
Lt. Col. Jos. R. Scott.....	June 22, '61	Prom. Col. Aug. 7, '62.
" Alexander W. Raffan.....	July 22, '61	M. O. July 9, '64
Major Frederick Harding.....	June 22, '61	Res. Sep. 6, '62.
" James B. Guthrie.....	Sept. 6, '62	M. O. July 9, '64.
Adj't. Chauncey Miller.....	Aug. 10, '61	Res. July 12, '62.
" Lester G. Bangs.....	July 12, '62	M. O. July 9, '64.
Q. M. Robt. W. Wetherell.....	Aug. 10, '61	Prom. May 5, '64
Surg'n Sam'l C. Blake.....	June 25, '61	Transferred.
" Roswell G. Bogue.....	Aug. 5, '61	M. O. July 9, '63.
Chaplain Aug. H. Conant.....	July 31, '61	Died Feb. 3, '63.
A		
Captain James R. Hayden.....	May 4, '61	M. O. July 9, '64.
1st Lieut. Clifton T. Wharton.....	May 4, '61	M. O. July 9, '64.
2d " John C. Long.....	May 4, '61	Tr. U. S. Army, Aug. '61.
2d " Wm. B. Curtis.....	Aug. 4, '61	Res. Aug. 17, '62
2d " Thomas M. Beatty.....	Aug. 16, '62	M. O. July 9, '64.
C		
Captain Jas. B. Guthrie.....	July 30, '61	Prom. Major.
" William Inness.....	Sept. 6, '62	Pr. f'm 1st Lt. on det. serv. at M. O.
" Wash'gt'n L. Wood.....	Sept. 6, '62	Res. Dec. 1, '63.
D		
Captain Chas. A. Colby.....	July 30, '61	Res. Feb. 7, '63.
" Wm. A. Calhoun.....	Feb. 7, '63	Prom. f'm 2d and 1st Lt. M. O. July 9, '63.
1st Lieut. James R. Faulkner.....	July 30, '61	Res. Oct. 31, '61.
1st " Samuel S. Boone.....	Oct. 31, '61	Res. Feb. 1, '63.
1st " Peter Cunningham.....	Feb. 7, '63	Res. June 20, '63
1st " Oliver E. Eames.....	June 24, '63	M. O. July 9, '64
2d " Chauncey Miller.....	June 25, '61	Prom. Adj't.
2d " D. A. Cunningham.....	July 30, '61	Res. Oct. 31, '61
2d " Henry E. Carter.....	Feb. 1, '63	Res. Oct. 20, '63.
E		
Capt. Alex. W. Raffan.....	July 30, '61	Prom.
" David F. Bremner.....	July 22, '62	Prom. f'm 1st Lt. M. O. July 9, '64
1st Lieut. John Young.....	July 22, '62	M. O. July 9, '64.
2d " John Young.....	July 30, '61	Prom.
2d " James W. Raffan.....	July 22, '62	M. O. July 9, '64
G		
Capt. Chas. D. C. Williams.....	July 30, '61	Trans.
" Lyman Bridges.....	Jan. 1, '62	Prom. f'm 1st Lt. Transf. to Arty.
1st Lieut. Wm. Bishop.....	Jan. 1, '62	Prom. f'm 1st Lt.
2d " Chas. H. Roland.....	July 30, '61	Trans.
2d " Morris D. Temple.....	Jan. 1, '62	Trans.
K		
Capt. Presley N. Guthrie.....	July 30, '61	M. O. July 9, '64
1st Lieut. Chas. H. Shepley.....	July 30, '61	Prom. Cap. Co. I
1st " C. V. Lamberson.....	Oct. 20, '61	Prom. f'm 2d Lt. M. O. July 9, '64
1st " V. Bradford Bell.....	Oct. 20, '61	M. O. July 9, '64.

June 13, 1861, to April 22, 1863, when he resigned. Lysander Tiffany served as a quartermaster in this regiment from September 1st, 1862, to July 16, 1865.

The Twenty-third regiment,* otherwise called the Irish Brigade, Col. John A. Mulligan, composed almost exclusively of Irishmen, the greater portion of whom were from

* List of the field, staff and line officers of the Twenty-third regiment from Chicago:

NAME AND RANK.	DATE OF RANK OR ENLISTM'T	REMARKS.
Col. James A. Mulligan.....	June 6, '61	Killed in action July 24, '64.
Lt.-Col. James Quirk.....	June 15, '61	M. O.
Major Charles E. Moore.....	June 15, '61	M. O. in '64.
Aoj't. James F. Cosgrove.....	June 15, '61	Prom. from 1st Lt. Co. A June 18, '64.
" Martin J. Russell.....	June 18, '64	Prom. from 2d Lt. Co. A. M. O. Sept 14, '64.
Q. M. Thomas J. Rae.....	June 18, '64	Res. Aug. 1, '61.
" Quinn Martin.....	Sept. 10, '61	Res. Feb. 6, '62. Prom.
Surgeon Wm. D. Wyner.....	June 15, '61	Res. Dec. 7, '62.
Chaplain Thadeus J. Butler.....	June 15, '61	Res. Mar. 11, '63.
B		
Capt. Michael Gleason.....	June 15, '61	Disch. Jan. 19, '64.
1st Lieut. Daniel W. Quirk.....	June 15, '61	Disch. Mar. 5, '63.
1st " Edward S. Murray.....	Mar. 5, '63	Prom. from 2d Lt. M. O. '64.
2d " James Finucane.....	Mar. 5, '63	Transferred.
C		
Capt. Francis McMurray.....	June 15, '61	Deceased.
" Robert Adams.....	Aug. 5, '61	Prom. from 2d Lt. M. O. '64.
1st Lieut. Patrick Higgins.....	June 15, '61	Disch. Aug. 19, '64.
1st " John Gilman, Jr.,.....	May 9, '62	Prom. from 2d Lt. Res. '62.
1st " James Nugent.....	June 3, '62	Prom. from 2d Lt. Killed July '64.
2d " John Brown.....	July 9, '62	M. O. '64.
E		
Capt. Henry Pease.....	May 10, '62	Prom. from 2d Lt. Tr. to Co. A const.
1st Lieut. George D. Kellogg.....	June 15, '61	Tr. to Reg. Army.
1st " John J. Healy.....	Oct. 15, '62	Tr. to Cas cons't.
2d " Thomas Brennan.....	May 24, '62	M. O. Sept. 14, '64.
G		
Capt. John C. Phillips.....	June 15, '61	Res. Apr. 13, '62.
" Martin Wallace.....	Apr. 8, '62	Prom. from 2d Lt. Tr. to Co. C const.
1st Lieut. John A. Hines.....	June 15, '61	Res. Feb. 14, '63.
1st " James Hume.....	Feb. 14, '63	Prom. from 2d Lt. M. O. '64.
H +		
I		
Capt. James Fitzgerald.....	June 5, '61	M. O. Sept. 19, '64.
1st Lieut. Patrick M. Ryan.....	Mar. 1, '62	Prom. from 2d Lt. Tr. Co. D const.
2d " John J. Healy.....	Mar. 1, '62	Prom. to Co. E.
K.		
Capt. Daniel Quirk.....	June 15, '61	M. O. '64.
1st Lieut. James H. Lane.....	June 15, '61	M. O. '64.
2d " Owen Cunningham.....	June 15, '61	Res. Nov. 30, '61.
2d " Barth. Quirk.....	Dec. 1, '61	Tr. to Co. E as const.

+ Daniel Crowley and Thomas Moore were lieutenants in Company H.

Chicago, was raised in a week's time, and was ready for service by May 1st, but failed to be accepted in the call issued at that time; on May 17th, however, it was accepted as an independent regiment by the war department, and was mustered into the service June 15, 1861.

TWENTY-THIRD REGIMENT AS CONSOLIDATED
AUG. 29, '64, FIELD AND STAFF (FROM CHICAGO).

NAME AND RANK.	DATE OF RANK OR ENLIST'NT.	REMARKS.
Col. Samuel Simison	May 11, '65	Prom. from Lt. Col. M. O. July 24, '61 as Lt. Col.
Lt. Col. Patrick M. Ryan....	May 23, '65	M. O. July 24, '65, as Captain.
Major Edwin Coburn.....	May 23, '65	M. O. July 24, '65.
Q. M. Thomas McGirr.	April 6, '64	M. O. July 24, '65.
A		
Capt. Henry Pease.....	May 10, '62	M. O. Oct. 31, '64.
" James M. Doyle.....	Mar. 23, '65	Prom. from 2d Lt. M. O. July 24, '65.
1st Lieut. James Finucane..	April 1, '64	M. O. Jan. 17, '65.
" Owen O'Herne.....	Mar. 25, '65	M. O. July 24, '65.
2d Lieut. James Finucane....	Mar. 5, '63	Promoted.
" Martin Morrison....	Mar. 25, '65	M. O. July 24, '65.
B		
Capt. James Burns.	Mar. 25, '65	Prom. from 1st Lt. M. O. July 24, '65.
1st Lieut. David Costine.....	Mar. 25, '65	Prom. from 2d Lt. M. O. July 24, '65.
C		
Capt. Martin Wallace.....	April 8, '62	M. O. Feb. 27, '65.
" Patrick Foley.....	Mar. 25, '65	Prom. from 2d Lt. M. O. July 24, '65.
1st Lieut. John J. Healy.....	Oct. 15, '62	Dis. March 16, '65.
2d " Thomas Cliff.	Mar. 25, '65	Killed in action April 2, '65.
D		
Capt. Patrick M. Ryan.....	Sept. 1, '64	Prom. from 1st Lt. to Lt. Col.
1st Lieut. John Dunn	Sept. 1, '64	M. O. July 24, '65.
2d " Bartholomew Quirk..	Dec. 1, '61	M. O. Jan. 17, '65.
2d " Michael O'Conner....	Mar. 25, '65	M. O. July 24, '65.
E		
1st Lieut. Edwin Coburn.....	Sept. 1, '64	Prom. to major.
2d " Stuart S. Allen.	Feb. 9, '62	Dis. Jan. 20, '65.

The Hecker, or twenty-fourth regiment, composed of German companies, two of which the Union Cadets and Lincoln Rifles, had served in the Cairo expedition, and all of which were from Chicago, excepting only a small portion of companies B, I and K was mustered into the United States service at Chicago, for three years, July 8, 1861.

ROSTER OF CHICAGO COMMISSIONED OFFICERS.

NAME AND RANK.	DATE OF RANK OR ENLIST'NT.	REMARKS.
Col. Frederick Hecker.....	June 17, '61	Res. Dec. 23, '61.
" Geza Mihaloltsy..	Dec. 23, '61	Prom. from Lt. Col.; killed Mar. 11, '64.
Lieut.-Col. John Van Horn..	Dec. 23, '61	Prom. from Maj.; Res. Mar. 21, '64.
Major Julian Kerne.....	June 17, '61	Res. Oct. 31, '61.
" Julius T. Standan.....	Dec. 23, '61	Res. July 3, '62.
" George A. Guenther.....	July 3, '62	M. O. Aug. 6, '64.
Adj't. Julius Pann	Nov. 1, '61	Res. Dec. 16, '63.
" Eugene W. Lippert	Dec. 16, '63	Declined.
" William Vocke.....	June 17, '61	Declined.
Q. M. Henry Wendt.....	June 17, '61	M. O. Aug. 6, '64.
Sargent Wm. Wagner.....	"	Res. Nov. 7, '63.
" Sidney L. Fuller.....	Nov. 7, '63	M. O. Aug. 6, '64.
Assist.-Serg. Carl Storck....	June 17, '61	Res. Mar. 3, '62.
2d Adj't. Theodore Wild.....	Nov. 16, '62	M. O. Aug. 6, '64.
V		
Capt. Thomas Lang.....	April 15, '61	Res. Oct. 31, '61.
" George A. Guenther.....	Dec. 1, '61	Promoted.
1st Lieut. E. F. C. Klokke....	Jan. 1, '62	M. O. Aug. 6, '64.
A, new		
1st Lieut. Paul A. Lippert ...	Sept. 29, '63	Promoted.
B		
Capt. Eugene W. Lippert....	Sept. 20, '63	Prom. from 2d & 1st Lieut. M. O. Aug. 6, '64.
1st Lieut. Andreas Jacobi....	Mar. 3, '62	Prom. 2d Rg. A. D.
C		
Capt. Anthony Sten.....	June 17, '61	Res. July 10, '62.
" H. F. W. Blancke.....	July 10, '62	Prom. from 2d Lieut. M. O. Aug. 6, '64.
1st Lieut. Fred Hardman....	June 17, '61	Tras. Co. H. Prom.
2d Lieut. Albert Manns.....	Jan. 1, '62	Res. Aug. 12, '62.
D		
Capt. Leopold Becker.....	April 30, '61	Res. May 14, '63.
" William Vocke.....	May 14, '63	Prom. from 2d Lieut. M. O. Aug. 6, '64.
1st Lieut. Fred W. Birlow....	June 15, '61	Res. Aug. 1, '61.
" Aloys Mayer.....	Jan. 1, '62	Res. Sept. 3, '62.
" Jacob Paull.....	Sept. 3, '62	M. O. Aug. 6, '64.
2d Lieut. John F. Koch.....	June 15, '61	Res. July, '61.
H		
Capt. August Mauff.....	Jan. 5, '61	M. O. Aug. 6, '64.
1st Lieut. Gustave A. Buse.....	Jan. 5, '64	Res. Oct. 31, '61.
" George Gunther.....	Jan. 1, '62	Res. June 17, '62.
" Frank Schweinf'g.....	Jan. 17, '62	Died. Mar. 12, '65.
2nd Lt. Ernest F. C. Klokke..	Jan. 5, '61	Res. Oct. 31, '61.
I		
" Arni Smith.....	Jan. 1, '62	pr. to A. Died Oct. 15, '62.
F		
Capt. Augustus Kovats.....	Jan. 22, '61	Res. Jan. 19, '63 severe wounds.
1st Lieut. Hugo Gerhardt....	July 3, '62	Dis. Mar. 12, '65.
2d Lieut. Andreas Jacobi....	Jan. 22, '61	Prom. to Co. B.
" Hugo Gerhardt	Mar. 3, '62	Promoted.
G		
Capt. Julius Standan.....	July 8, '61	Prom. Major.
" Edward Bornemann.....	Nov. 16, '62	Prom. from 1st & 2d Lieut. M. O. Aug. '64.
1st Lt. George A. Guenther..	July 8, '61	Prom. from 2d Lieut. and to Capt. Co. A.
" Peter Hand.....	Dec. 1, '61	Prom. Cap. Co. K.
" August Bitter.....	Nov. 16, '62	Prom. from 2d Lt. M. O. Aug. '64.

NAME AND RANK.	DATE OF RANK OR ENLISTM'T	REMARKS.
H Capt. John Van Horn	Jan. 15, '61	Prom. Major.
" Arthur Erbe	Dec. 8, '63	Prom. from 1st & 2d Lt. M. O. Aug. '64.
1st Lt. Edward S. Salomon ..	Jan. 17, '61	Dis. for Prom.
" H. F. W. Blanke	Dec. 1, '61	Prom. Cap. Co. C.
2d Lt. Charles W. Meyer	June 17, '61	Discharged.
" Moritz Kaufmann	July 10, '62	Promoted.
I 1st Lt. Peter Hammerich	Nov. 10, '62	Prom. from 2d Lt. M. O. '64.
2d Lt. Francis Langelfeld	Jan. 1, '62	Prom. to Co. K.
" Julius Reichard	Nov. 10, '62	M. O. Aug. '64.
K Capt. Fred H. Rolshausen	July 8, '61	Res. June 29, '62.
" Peter Hand	June 29, '62	M. O. Aug. '64.
1st Lt. Francis Langelfeld	Mar. 1, '62	Dis. July, '62.
2d Lt. Frank Schweinfurth	Jan. 1, '62	Prom. Co. E.
" Charles Fritz	June 17, '62	Dis. March, '65.

Although the Twenty-sixth regiment was raised outside of Chicago, that city was complimented by the appointment of Colonel John M. Loomis, one of its citizens, to its command. Robert A. Gilmore, also from Chicago, was commissioned major, and subsequently promoted to its lieutenant-colonelcy. Charles A. Nazro, another Chicagoan, was its first quartermaster. Colonel Loomis was frequently appointed to the command of important posts, and of brigades, always rendering distinguished services, as did Colonel Gilmore in command of the regiment.

The disastrous battle of Bull Run, July 21, 1861, gave notice to the world that the struggle between the seceding Confederacy and the United States Government would doubtless be prolonged and bloody. All hopes of an early settlement of the subject of controversy otherwise than by the sword were now abandoned, and there was no longer objection to accepting all the troops offered.

The Thirty-seventh regiment, known as the "Fremont Rifles," organized in August by Julius White, who was elected its colonel, and of which several of the officers, and companies D. and G. commanded respectively by Captains John W. Laimbeer and Henry N. Frisbie were from Chicago, was mustered into the three years' service September 18th.

None of the companies of this regiment, as organized, could be claimed distinctively for Chicago. There were volunteers from that city and Cook county in nearly all of them,

but they were mixed up with troops from Livingston, McLean, Will and other counties, which furnished nearly all the officers. Chicago was represented by William F. Moore, First Lieutenant, and Patrick Seary, Nathan E. Daviz and Thomas Moore, as successive Second Lieutenants of Company F; Emile Gruntz, Second Lieutenant of Company K; and Cyrus F. Knapp, First and Second Lieutenant of Company D; Charles J. Wilder and George Searing, Lieutenants in Company H.

ROSTER OF THIRTY-SEVENTH REGIMENT
CHICAGO COMMISSIONED OFFICERS.

NAME AND RANK.	DATE OF RANK OR ENLISTM'T	REMARKS.
Col. Julius White.....	July 16, '61	Prom. Brig. Gen. June, '62.
" Ransom Kennicott.	Aug. 23, '65	Prom. f'm Major and Lt.-Col. M. O. Apr. 19, '65, as Lt.-Col.
Lt.-Col. Henry N. Frisbie.	Nov. 20, '62	Prom. f'm Major M. O. Apr. 19, '65.
Adj't. Anton Neiman.....	Aug. 15, '61	Res. Mar. 24, '62
" Chas. C. Chroniger....	Oct. 17, '64	Res. May 15, '66.
Q. M. John H. Peck	Aug. 5, '61	Res. Jan. 4, '64.
Surg. Luther F. Humeston..	Aug. 15, '61	M. O. Sept. 17, '64.
Chaplain Edward Anderson..	Sept. 1, '61	Res. Apr. 22, '62.
D Capt. John W. Laimbeer.....	Aug. 1, '61	Dis. Jan. 1, '63.
" Wells H. Blodgett.....	Jan. 1, '63	Prom. f'm 1st Lt. Trans.
1st Lt. Fred Messerline	Apr. 10, '63	Prom. f'm 2d Lt. Res. Feb. 6, '64.
2d Lt. Ole Oleson..	May 15, '61	M. O. May 15, '61.
G Capt. Henry N. Frisbie.....	Aug. 1, '61	Prom.
" George H. Bell.....	June 9, '62	Prom. f'm 1st Lt. Res. July 7, '64.

John C. Black, now of Chicago and elected to Congress in 1892, rose to the command of this regiment from a captaincy, and was promoted Brevet Brigadier-General.

Company I was at first commanded by Ransom Kennicott, promoted, and Frederick Abbey and Isaac C. Dodge, of Chicago, were first lieutenants therein.

Wm. P. Black, who subsequently became a resident of Chicago and is now a distinguished member of its bar, commanded Company K of this regiment.

The Thirty-ninth regiment, sometimes called the "Yates Phalanx," the greater part of which was raised in May, but not then accepted, and whose principal officers and many of whose rank and file were from Chicago, was mustered into the service Aug. 10, 1861, and left for the field October 3.

ROSTER OF CHICAGO COMMISSIONED OFFICERS.

NAME AND RANK.	DATE OF RANK OR ENLISTM'T	REMARKS.
Col. Austin Light.....	Aug. 5, '61	Dismissed Nov. 25, '61.
Col. Thomas O. Osborn....	Dec. 1, '61	Prom. f'm Lt. Col. and to Brig. Gen. May 11, '65
Col. Orrin L. Mann.....	June 6, '65	Prom. f'm Major and Lt. Col. and to Bt. Brig. Gen.
Adj. Frank B. Marshall.....	Aug. 5, '61	Res. July 15, '62
Q. M. Joseph A. Cutler.....	July 22, '61	Dis. July 15, '62.
Q. M. Stewart W. Hoffman....	Apr. 19, '64	M. O. Dec. 6, '65.
Surg. Samuel C. Blake.....	Aug. 5, '61	Res. June 3, '62.
Surg. Charles M. Clark.....	June 3, '62	Prom. f'm Adj. M. O. Dec. 6, '65

The Forty-second regiment was mainly recruited in Chicago in July, 1861, as the first regiment of the Douglas Brigade, and going into camp in August, was mustered into service September 17, 1861, Colonel William A. Webb commanding. At the time of its organization, Companies B, "the Robbin's Rifles," Capt. George Vardin, F the Drummond Guards, Captain Charles C. Phillips, and G "The Mystic Rifles," Captain Wm. H. Boomer, were claimed as Chicago companies.

FORTY-SECOND REGIMENT, ROSTER OF CHICAGO COMMISSIONED OFFICERS.

NAME AND RANK.	DATE OF RANK OR ENLISTM'T	REMARKS.
Col. Wm. A. Webb.....	July 22, '61	Died Dec. 24, '61
Col. George W. Roberts.....	Dec. 24, '61	Prom. f'm Maj. kill'd at Stone's river.
Lt.-Col. David Stewart.....	July 22, '61	Prom. Col. 55th.
Maj. David W. Norton.....	Sept. 2, '63	Kill'd June 2, '64
Maj. Fred A. Atwater.....	June 2, '64	Res. June 15, '64
Adj. Edward H. Brown.....	July 22, '61	Kill'd at Chickamauga.
Adj. Jacob T. Elliott.....	Sept. 20, '63	Died of wounds.
Adj. Albert C. Cleveland....	Apr. 11, '65	M. O. Dec. 16, '65
Q. M. Edward D. Swartout....	July 22, '61	Res. Oct. 15, '61.
Surg. Edwin Powell.....	July 25, '61	Res. Jan. 11, '62.
Surg. Thomas D. Fitch.....	Jan. 11, '62	Res. Apr. 27, '62.
Asst. Surg. E. O. F. Roler....	July 28, '61	Prom. Surg. 55th Prom. f'm 1st Lt.
II		
Capt. Alex. F. Stevenson....	Sept. 8, '62	Res. Nov. '62.
Capt. Gilbert A. Parshall....	Nov. 5, '63	Prom. f'm 2d Lt. kill'd in battle.
Capt. Franklin A. Smalley....	Apr. 11, '65	M. O. Dec. 16, '65
2d Lt. Julius Lettman.....	July 22, '61	Kill'd at Stone's river.
F		
Capt. Charles C. Phillips.....	July 22, '61	Res. Oct. 11, '62.
Capt. Andrew H. Granger....	Oct. 11, '62	Prom. f'm 2d Lt.
Capt. Leonard R. Norton.....	Aug. 3, '64	M. O. Dec. 16, '65
1st Lt. Wm. D. Williams.....	July 22, '61	Died of wounds.
1st Lt. George C. Smith.....	Oct. 27, '62	Dec. 7, '64. M. O. Sept. 16, '64
G		
Capt. Wm. H. Boomer.....	July 22, '61	Res. Apr. 8, '62.
1st Lt. Jos. N. Gettman.....	July 22, '61	Prom. f'm 2d Lt.
1st Lt. Alfred O. Johnson....	Jan. 4, '63	Died Dec. 8, '63, of wounds.
G		
1st Lt. John Wagner.....	Dec. 16, '65	M. O. Dec. 6, '65, as Sergt.

The Fifty-first regiment, otherwise called the Chicago Legion, was also organized at Chicago; and was originally intended to compose a part of the "Douglas Brigade." Nearly all of its line and field officers were from that city, and a large portion of its men. The regiment went into camp October 8, and was mustered into service December 24, 1861.

ROSTER OF CHICAGO COMMISSIONED OFFICERS.

NAME AND RANK.	DATE OF RANK OR ENLISTM'T	REMARKS
Col. Gilbert W. Cummings...	Sept. 20, '61	Res. Sept. 30, '62
Col. Luther P. Bradley.....	Sept. 30, '62	Prom. f'm Lt. Col. and to B. Gen. July 30, '64.
Col. Charles W. Davis.....	May 11, '65	Prom. f'm Adj. and Maj. and Lt.-Col.
Col. James S. Boyd.....	Sept. 24, '65	Prom. f'm Maj. and Lt.-Col. M. O. Sept. 25, '65.
Lt. Col. Samuel B. Raymond..	Sept. 30, '62	Prom. f'm Maj. Res. Oct. 6, '63.
Maj. Rufus Rose.....	Oct. 6, '63	Res. Mar. 24, '64.
Maj. John G. McWilliams ..	Mar. 24, '64	M. O. Mar. 10, '65 as Capt.
Maj. James E. Montanden....	July 31, '65	M. O. Sept. 25, '65 as Capt.
Adj. Henry W. Hall.....	Sept. 30, '62	Killed in battle June 27, '64.
Adj. James B. Stivers.....	Aug. 8, '65	M. O. Sept. 25, '64
Q. M. Henry Howland.....	Sept. 20, '61	Prom. Brig. Q. M.
Q. M. Albert L. Coe.....	June 9, '62	Prom. Cap. Co. K.
Q. M. George Pratt.....	Aug. 8, '61	M. O. as Q. M. Sgt.
Surg. Wm. C. Hunt.....	Oct. 21, '61	Res. Apr. 14, '62.
Asst. Surg. John S. Pashley..	Oct. 28, '61	Res. Nov. 15, '62.
Asst. Surg. Wm. W. Elliott..	May 20, '62	M. O. June 14, '65.
A		
Capt. Henry F. Wescott.....	Dec. 24, '61	Dismissed April 16, '63.
Capt. James E. Montanden....	Apr. 16, '63	Prom. f'm 2d Lt. to 1st Lt.
Capt. Jesse Johnson.....	Sept. 20, '65	M. O. Sept. 25, '65, as 1st Lt.
1st Lt. Edw. G. Blatherwick..	Apr. 6, '63	M. O. Jan. 12, '65.
1st Lt. Jesse Edwards.....	Sept. 24, '65	M. O. Sept. 25, '65 as Sergt. Maj.
2d Lt Antonio DeAnguera....	Dec. 24, '61	Res. June 13, '62.
2d Lt John S. Keith.....	June 13, '62	Killed in battle Dec. 31, '62.
B		
Capt. Isaac K. Gardner.....	Dec. 24, '61	Res. June 28, '62.
Capt. Henry W. Hall.....	June 28, '62	Prom. f'm 1st Lt. to Asst. Adj.
Capt. James S. Boyd.....	Sept. 30, '62	Prom.
1st Lt. Geo. I. Waterman....	June 28, '62	Prom. f'm 2d Lt. to Capt. Co. F.
1st Lt. Benj. F. James.....	Apr. 11, '65	M. O. Sept. 25, '65.
D		
Capt. Ezra L. Brainard.....	Mar. 1, '62	Prom. f'm 1st Lt. and M. O. July 8, '62.
Capt. Theodore F. Brown....	July 8, '62	Prom. Brig. Gen. Dis. May 15, '65.
1st Lt. James S. Boyd.....	July 8, '62	Prom. 2d Lt. to Capt. Co. B.
E		
Capt. John G. McWilliams...	Dec. 24, '61	Prom. Maj.
Capt. Adam L. Hetfield.....	Aug. 8, '65	M. O. Sept. 25, '65.
1st Lt. Thos. T. Lester.....	Dec. 24, '61	Prom. Cap. Co. K.
1st Lt. Wm. B. Olphant.....	Mar. 24, '64	Dis. May 30, '65, as 1st Sergt.
F		
Capt. Geo. L. Bellows.....	July 8, '62	Kill'd Nov. 25, '63
Capt. Geo. I. Waterman....	Aug. '64	Dis. May 15, '65.

NAME AND RANK.	DATE OF RANK OR ENLISTM'T	REMARKS.
G		
Capt. George H. Wentz.....	Dec. 24, '61	Prom. f'm 1st Lt. Dis. Oct. 28, '62.
" Charles C. Merrick.....	Sept. 11, '62	Prom. f'm 1st Lt. Res. Sept. 12, '63.
" Merritt B. Atwater.....	Sept. 12, '63	Prom. M. O. Sept. 25, '65.
K		
Capt. Rufus Rose.....	Dec. 24, '61	Killed in battle June 14, '64
" Thos. T. Lester.....	Oct. 6, '63	Prom. f'm 2d Lt. M. O. Sept. 25, '64, as 1st Lt. H.
" Albert L. Coe.....	June 14, '64	Prom. Disch. Feb. 3, '65
1st Lt. Otis Moody.....	Dec. 24, '61	M. O. Sept. 25, '65
" " Charles H. Hills.....	Sept. 19, '63	M. O. Sept. 25, '65
" " W. H. Chenoweth.....	Feb. 3, '65	Prom. Co. A.
2d Lt. Edw. G. Blatherwick.....	June 9, '62	Killed in battle, Sept. 19, '63
" " Henry A. Buck.....	Apr. 16, '63	

In the Fifty-second infantry (Co. A.), Captains James Compton and John Boglan (promoted from lieutenantcy) were from Chicago.

The Fifty-seventh Regiment was made up of Company "A" enlisted at Mendota, C, E, G and I at Chicago; B, F, H and K in Bureau county, and D, composed wholly of Swedes, at Bishop Hill, in Henry county. It was mustered into the three years' service with Silas D. Baldwin as Colonel, December 26, 1861, and left Chicago for Cairo, February 8, 1862.

ROSTER OF CHICAGO COMMISSIONED OFFICERS

NAME AND RANK	DATE OF RANK OR ENLISTM'T	REMARKS.
C		
Col. Silas D. Baldwin.....	Dec. 26, '61	Dismissed March 12, '63; recalled, but not must.
" Frederick J. Hurlbut.....	Mar. 12, '63	Prom. f'm Lt. Col. Drowned Apr. 27, '65.
" Frederick A. Battey.....	July 1, '65	Prom. f'm Major and Lt.-Col. M. O. July 7, '65.
Adj't. Norman T. Hahn.....	Oct. 1, '61	Res. Sept. 29, '62.
Q. M. Edward Hamilton.....	Oct. 1, '61	Res. Sept. 26, '62.
" John Harford.....	Oct. 5, '64	M. O. July 7, '65.
Asst. Surg. Henry S. Blood.....	Dec. 26, '61	Died.
E		
Capt. Wm. S. Swain.....	Dec. 30, '61	M. O. Dec. 29, '64.
1st Lt. Robert B. Morse.....	" "	Res. June 7, '62.
" " Moses S. Lord.....	June 7, '62	Prom. f'm 2d Lt. Res. Sept. 26, '62.
2d Lt. Frederick Laycock.....	Nov. 8, '62	
F		
Capt. Robert D. Adams.....	Dec. 26, '61	Killed at Shiloh, '62.
" Bradley D. Salter.....	Apr. 7, '62	Prom. f'm 1st Lt. Res. Feb. 23, '63.
" David Kenyon.....	Mar. 13, '63	Prom. f'm 1st Lt. Res. Oct. 29, '64.
1st Lt. Edward Martin.....	Mar. 13, '62	Prom. f'm 2d Lt. M. O. Dec. 25, '64
" " John Delear ..	June 6, '65	M. O. July 17, '65.
2d Lt. Wm. Wayman.....	Mar. 13, '63	M. O. July 7, '65.
" " Thomas Lavery ..	July 8, '65	M. O. July 7, '65, as Sergt.
Capt. Gustav A. Busse.....	Dec. 26, '61	Res. June 23, '64.
" Fritz Busse.....	June 23, '64	Prom. f'm 2d Lt. Dis. Dec. 14, '64.
I		
Capt. Benj. H. Chadburn.....	Dec. 26, '61	Res. Sept. 2, '62.
1st Lt. Theo. M. Daggett.....	Dec. 26, '61	Killed at Shiloh.

The Fifty-eighth regiment was mainly recruited at Camp Douglas, where it was organized, and all the companies excepting H mustered into service December 24th to 31st, 1861, with Col. Wm. F. Lynch, of Elgin, in command. Company H was recruited February 7, 1862. Companies A, B, D, F, were raised and chiefly officered in Chicago; companies C, E and H partially so. It left Chicago for the front February 11, 1862.

ROSTER OF CHICAGO COMMISSIONED OFFICERS.

NAME AND RANK.	DATE OF RANK OR ENLISTM'T	REMARKS.
A		
Major Robert W. Healy.....	Aug. 20, '64	Trans. as cons'd
Adj't. Lewis H. Martin.....	Jan. 25, '62	Res. March 26, '62
" " Joseph G. Burt.....	Mar. 26, '62	Died Nov. 9, '62
" " Charles L. Healy.....	Nov. 25, '62	Decl. Com.
" " Jonathan Kimball.....	Jan. 20, '63	Trans. as cons'd
Q. M. George Sawin.....	Nov. 1, '61	Prom. Capt. Co. E, revoked. M. O. Feb. 7, '65.
Asst. Surg. G. H. Heideman.....	Jan. 12, '64	Prom. from Asst M. O. Feb. 7, '65
Chaplain Pat. J. R. Murphy.....	Jan. 21, '63	Res. Aug. 13, '64
B		
Capt. Robt. W. Healey.....	Dec. 24, '61	Prom.
2d Lt. Hiram M. Van Arman.....	Dec. 24, '61	Res. June 20, '62
D		
Capt. Thomas D. Griffin.....	Dec. 24, '61	Res. Mar. 25, '62
" " John W. Bobbitt.....	Mar. 26, '62	Prom. f'm 2d Lt. Res. July 3, '62
" " Washington B. Puttis.....	Nov. 5, '64	Prom. f'm 1st and 2d Lt. Transf. as cons'd.
1st Lt. Ab'm Vandenberg.....	Dec. 24, '61	Res. Mar. 25, '62
" " John P. Winslow.....	Nov. 5, '64	M. O. Feb. 7, '65
E		
Capt. George Glassner.....	Apr. 18, '62	Prom. f'm 1st Lt. Res. Jan. 27, '63
1st Lt. Charles Maager.....	Jan. 27, '63	Prom. f'm 2d Lt. Killed May 18, '64.
" " John M. Greene.....	May 18, '64	Prom. f'm 2d Lt. Transf. as con.
F		
Captain Chas. Christiansen.....	July 1, '62	Cashiered Feb. 2, '63.
" " Charles Kittell.....	Feb. 2, '63	Prom. f'm 1st Lt. Disch. Sept. 10, '63.
" " George Sawin.....	Sept. 10, '63	Com. Can. Q. M.
1st Lt. Emery P. Dustin.....	Feb. 2, '63	Prom. f'm 2d Lt. Disch. Feb. 7, '65.
2d " " Louis G. Stevenson.....	Feb. 2, '63	Trans. Co. D as cons'd
G		
Captain Frederick Kurth.....	Dec. 31, '61	Res. Feb. 1, '64.
1st Lt. Julius Kurth.....	Dec. 31, '61	Died Sept. 18, '62
2d " " Louis W. Pfeif.....	Dec. 31, '61	Killed at Shiloh

* In Company I Lieut. John O. Kane is designated as from Chicago, and as having been transferred to Company D as consolidated.

By order of the department of the Army of the Tennessee, dated January 23, 1865, the veterans and recruits of this regiment were consolidated into four companies as battalion Fifty-eighth infantry. John O. Kane, of Chicago, was made captain of Company D.

Of the consolidated regiments, Albert Erskine was

These were all infantry regiments, the most numerous branch of the service. But neither was Chicago unmindful of the necessity for cavalry and artillery organizations.

In the 4th cavalry, of which T. Lyle Dickey, of Ottawa, was colonel, and Martin R. M. Wallace, of Chicago, lieutenant-colonel; Charles C. James major; and Harry B. Dox and George A. Walker, of Chicago, adjutants, and which was mustered for service in September and October, 1861, Company A, of which Embury D. Osband was captain, was regarded as a Chicago company, and Company B, which was commanded by Captain Charles C. James, of Chicago, was largely recruited from that city. The band of the regiment, with Leroy W. Hall as leader, was also from Chicago.

ROSTER OF CHICAGO OFFICERS 4TH CAVALRY.

* NAME AND RANK.	DATE OF RANK OR ENLISTMENT	REMARKS.
A		
Capt. Embury D. Osband....	Aug. 23, '61	Prom. Col. 1 Miss. Cav.
" David H. Gill.....	Feb. 15, '63	Prom. from 1st Lt. Res. Sept. 1.
" Samuel H. Lowe.....	Feb. 29, '64	Prom. from 2d Lt. M. O. Nov 3, '64.
1st Lieut. Frederick Walker.	Feb. 29, '64	Transferred.
2d " James Sherlock ..	Aug. 23, '61	Res. June 3, '63.
" Com'dore C. Spaulds	June 3, '63	M. O. Jan. 15, '65.
B		
Capt. Charles C. James.....	Aug. 23, '61	Promoted.
1st Lieut. Edwin M. Main....	Dec. 16, '61	Prom. Col. Cav.

The Eighth Cavalry, of which John F. Farnsworth was colonel, although organized at St. Charles, Kane county, contained more officers and men from Cook than any other county. Lieutenant-colonel William Gamble, promoted colonel, was from Evans-ton, Majors John L. Beveridge (promoted), Wm. H. Medill, (died of wounds in 1863), George A. Forsyth, promoted to Bt. Brig-Gen-eral, James D. McLean and Edward Russel were from Chicago, as was the Adjutant, George H. Gamble.

Company F was recruited in Chicago and

Colonel April 11 to June 1, 1864 (M. O. Jan. 5, 1865); Theobald Hartman, Lieutenant-Colonel (discharged June 4, 1864); and L. Lippert and Albert Erskine, majors.

Charles H. Temple was second and first lieutenant and captain of Company M. Other changes after the consolidation have been noted.

commanded by Captain Rueben Cleveland, (resigned July 31, 1862), James D. Ludlow (promoted), and Edward Russel (promoted.) Henry A. Pierson was second and promoted to a first lieutenantcy.

Company G was also largely a Chicago company, of which Wm. H. Medill was the first captain, who was succeeded by Dennis J. Hynes, and he, upon his transfer for promotion to the 17th Cavalry, by George F. Warner; First Lieutenants George A. Forsyth (promoted Captain Company A), D. J. Hynes, George F. Warner (promoted as above) and Louis H. Rucker started in as second lieutenants.

The regiment was mustered for service September 18, and departed for the seat of war in Virginia, October 14, 1861.

The ninth Cavalry was organized at Camp Douglas in September, 1861, by Colonel Albert G. Bracket and being mustered for service in September and October, left for the field February 17, 1862. Rosele M. Hough was one of the majors of this regiment, resigning April 25, 1862, and William J. Wallis at first Captain of Company D, was promoted to the Majority February 18, 1862.*

The Twelfth Cavalry, Col. Arno Voss, was composed almost wholly of Chicago volunteers, except Companies F and L. It was at first practically recruited at Camp Douglas, and mustered into service February 1, 1862,

*Adjutant John H. Carpenter and Quartermaster Samuel H. Price were also from Chicago, as were the following line officers: Second Lieutenant Arthur McKenzie, Company E (M. O. September 30, 1864); of Company F Captains Bernard A. Stampoffski (M. O. 1862.) Morland L. Perkins, (M. O. 1864) and Frederick C. Niemyer (died in 1865). First Lieutenants Erastus G. Butler, Charles L. Pullman (both resigned), and Christopher H. Jergins. Second Lieutenants Dwight S. Heald (resigned in 1861), James Smith (resigned in 1862) George H. Boone (resigned in 1864), and Henry F. Hill, (M. O. October 31, 1865.) Charles F. Scannon was Captain of Company H. from January 15, 1863, to March 15, 1863 (M. O.) Wm. M. Chidister was Lieutenant and Captain of Company I (discharged in 1862). Charles S. Cameron was a first Lieutenant and Captain of Company K, having been promoted from Company L. Joseph H. Knox (resigned April 5, 1862) and Samuel H. Price (transferred) First Lieutenants. Louis F. Booth was Captain of Company L from November, 1861, to November, 1864, (M. O.) and John H. Carpenter from March, 1865, to April, 1865, (M. O.) George B. Cross was a second and first Lieutenant of said Company, and Wm. E. Bayley a second Lieutenant.

Companies H and I were formerly known as the "McClellan Dragoons," and were assigned to this regiment December 25, 1862. Captain Gilberts, Company H (formerly Calvary A, attached to the Fifty-second Illinois Infantry) was assigned to this regiment at the same time.

By order of the department of the Mississippi this regiment was consolidated into an eight Company organization with Colonel Hasbrouck Davis in command, March 2 1865.

ROSTER OF CHICAGO COMMISSIONED OFFICERS.

NAME AND RANK.	DATE OF RANK OR ENLISTM'T	REMARKS.
Col. Arno Voss.....	Feb. 1, '62	Res. Aug. 11, '63.
" Hasbrouck Davis.....	Aug. 11, '63	Prom. from Lt.-Col. Cons'd and prom.
Lt.-Col. Thos. W. Grosvenor	Aug. 11, '63	Prom. from Maj. Res. Aug. 3, '64.
" Hamilton B. Dox....	Aug. 3, '64	Prom. from Maj. M. O. as Col. of cons'd.
Maj. Francis T. Sherman....	Mar. 8, '62	M. O. for prom.
" Cephas Strong.....	Feb. 15, '64	M. O. Mar. 2, '65.
" John H. Clybourn.....	Mar. 3, '64	M. O. Feb. 8, '65.
" Andrew H. Langholz....	Dec. 7, '64	M. O. May 29, '66.
Adj't James Daly.....	Dec. 15, '62	Transferred.
" Wm. R. Carpenter.....	Feb. 1, '64	Disch. Jan. 14, '65.
" Jonas Slade.....	Mar. 8, '62	M. O. 1862.
" Alexander Stewart.....	Mar. 8, '62	M. O. 1862.
Surgeon John McCarthy.....	Mar. 1, '62	M. O. as Ass't.
Ass't Surgeon Robt. J. Foster	Jan. 6, '62	Res. Jan. 9, '65.
Chaplain Abr. J. Warner....	June 1, '62	Disch. Oct. 31, '63.
A		
Capt. Thos. W. Grosvenor....	Feb. 28, '62	Prom. Maj.
" Wm. M. Luff.....	Jan. 27, '64	Pr. from 2d Lt. M. O. Mar. 2, '65.
B		
Capt. Andrew H. Langholz....	Feb. 28, '62	Disch. Nov. 8, '62.
" Charles Roden.....	Oct. 8, '62	Res. Apr. 21, '64.
" Charles F. Voss.....	Apr. 21, '64	M. O. as 1st Lt.
D		
Capt. Richard N. Hayden....	Feb. 24, '62	Res. July 11, '63.
1st Lt. Charles Roden.....	Feb. 24, '62	Prom. to Capt. Co. B.
2d Lt. Gustavus Marsh.....		Prom. to 1st Lieut. and Capt.
" Oliver Grosvenor.....		Prom. to 1st Lt. and Capt. Co. M.
E		
Capt. John P. Harvey.....	Feb. 28, '62	Dec'ded Ap. 25, '62
1st Lt. Cephas Strong.....	Feb. 12, '62	Promoted.
F		
1st Lt. Charles Vernard....	Feb. 21, '64	Prom. from 2d Lt. M. O. Mar. 1, '65.
G		
Capt. Thomas Logan.....	Mar. 21, '63	M. O. for prom.
" John H. Clybourn.....	Mar. 15, '62	Prom. from 1st Lt. and to Maj.
" Charles E. Overocker....	Mar. 3, '64	Prom. from 2d Lt. M. O. Mar. 2, '65.
1st Lt. Joseph Logan.....	Nov. 15, '62	Prom. from 2d Lt. Disch. Mar. 22, '63.
H		
Capt. Gorge W. Shears.....	Nov. 1, '61	M. O. Mar. 2, '64.
" Earl H. Chapman....	Mar. 2, '64	Prom. from 1st Lt. M. O. Mar. 18, '65.

NAME AND RANK.	DATE OF RANK OR ENLISTM'T	REMARKS.
1st Lt. Geo. S. Phelps.....	Mar. 1, '61	Res. July 14, '62.
" Isaac Conroe.....	Mar. 2, '64	P. om. Capt. Co. A cons'd reg.
2d Lt. Oliver M. Pugh.....	Mar. 1, '61	Res. Nov. 24, '62.
" Isaac Conroe.....	Mar. 24, '62	Prom.
" Thomas J. Smith.....	Mar. 2, '64	M. O.
I		
Capt. David C. Brown.....	Nov. 1, '61	Disch. Feb. 24, '64.
1st Lt. Edwin A. Weber.....	Nov. 1, '61	Res. Nov. 5, '61.
2d Lt. Geo. H. Sitts.....	Nov. 1, '61	Res. May 3, '62.
" Clarence Aldrich.....	Nov. 1, '61	Res. Jan. 29, '64.
" Amherst F. Graves....	Feb. 24, '64	M. O. Mar. 17, '65.
K		
*Capt. Henry Jansen.....	Dec. 30, '63	Prom. from 1st Lt. Disch. July 2, '64.
" Edmund Luff.....	July 2, '64	Prom. from 1st Lt. Res. Oct. 2, '64.
1st Lt. Charles S. Amet.....	Jan. 25, '64	Prom.
2d Lt. Wm. H. Watkins.....	July 2, '64	
M		
Capt. Oliver Grosvenor.....	Feb. 1, '64	Disch. Mar. 30, '65
‡ C (as Consolidated.)		
Capt. Albert D. Maurer.....	Aug. 21, '65	Prom. from 1st Lt. Res. Jan. 17, '66.
1st Lt. Geo. R. Stowe.....	Feb. 15, '66	Prom. from 2d Lt. M. O. May 29, '66.
2d Lt. Frank Meacham.....	May 15, '66	M. O. as Serg't.

The 13th cavalry, Col. Jos. W. Bell, was organized at Camp Douglas in December, 1861. Chicago was largely represented in companies B, C, E and F. All the companies were mustered Dec. 31, except D and G, for which that duty was performed Feb. 20, 1862.

The eight companies of this regiment were consolidated into three May 20, 1893, with Major Lothair Lippert in command.

ROSTER OF 13th CAVALRY.—CHICAGO OFFICERS.

NAME OR RANK.	DATE OF RANK OR ENLISTM'T	REMARKS.
Col. Jos. W. Bell.....	Dec. 7, '61	M. O. '63 Brevet Brig.-Gen.
Lt.-Col. Theobald Hartman..	Dec. 31, '61	Disch. June 4, '64.
Maj. Lothair Lippert.....	Jan. 27, '62	Died Oct. 28, '63.
" Charles A. Bell.....	Feb. 26, '62	M. O. May 22, '63.
Adj't Thaddeus S. Clarkson..	Dec. 31, '61	Prom. Maj. 3d Ark.
" Edwin A. Webber.....		M. O. July 5, '62.
Q-M Emil Newbarger.....	Dec. 31, '61	Prom. Capt. Co. E.
Surgeon Charles Storck.....	Mar. 3, '62	Res. Jan. 26, '63.
Ass't Surgeon Jacob Boice..	Feb. 19, '62	Disch. May 18, '62.
Chaplain A. W. Henderson...	Oct. 1, '62	Disch. Nov. 13, '64.

*Henry Jansen was also a first lieutenant, and Charles Grimm a second lieutenant in company B.

†Wm. J. Steele was a first lieutenant in Co. C, and captain from March 17, 1862, to March 2, 1865. Mustered out.

‡Other changes in companies of the Consolidated Regiment have already been noticed.

NAME AND RANK	DATE OF RANK OR ENLISTM'T	REMARKS.
Commissary Hall P. Talbot..	Oct. 25, '62	Res. May 20, '64.
B		
Capt. Henry M. Peters.	Dec. 31, '61	Deserted Jan. 6, '63.
" Felix C. Marx.....	Jan. 6, '63	Prom. from 2d Lt. M. O. May 20, '63.
1st Lt. Emil Newbarger.....	May 29, '62	Assigned Q.-M.
2d " Carl W. Krueger	Dec. 31, '61	Res. May 3, '62.
C		
1st Lt. Ernst Riedel	Dec. 31, '61	Res. May 3, '62.
" John Stuber	May 4, '62	Res. Jan. 10, '63.
" George Wolf	Jan. 10, '63	Also 2d Lt. M. O., '63.
D		
Capt. Wm. W. Bell.....	Feb. 28, '62	Disch. Oct. 3, '62
" Rob't G. Dyhrenfurth.	Oct. 3, '62	Prom. from 1st Lt. M. O. May 20, '63.
2d Lt. John W. Guntermann .....	.....	Res. Mar. 27, '62.
" S. Chester Hull	Apr. 18, '62	Res. Dec. 10, '62
" Frederick F. Clifton.....	Dec. 10, '62	M. O. May 20, '63.
E		
Capt. Charles H. Roland.	Dec. 31, '61	Disch. Aug. 9, '62.
" Albert Erskine	Aug. 9, '62	Prom. from Lt. Prom. Maj.
1st Lt. Walter R. Colton.....	.....	Prom. from 2d Lt.
2d " Edward W. Quinn.....	Aug. 9, '62	Prom. 1st Lt. Co. B. as cons'd.
F		
Capt. G. Allen May	Feb. 7, '63	Prom. from 2d Lt. M. O. Dec. 31, '64.
G		
1st Lt. Henry L. High.....	Aug., '62	Prom. from 2d Lt.
2d " Forest D. Spicer.....	Aug. 9, '62	M. O. May 20, '63.
H		
2d Lt. Michael Schmidt.....	Jan. 10, '63	M. O. May 20, '63

The nucleus of the Sixteenth Cavalry was Captain Christian Thielman's company, organized in Chicago in June, 1861, and that of Frederick Schaumbeck, also a Chicago organization and one of the first offered to Governor Yates in May, 1861, but not mustered for service until June 21. These companies served separately until they were consolidated as Thielman's Battalion. In September, 1862, the War Department authorized the extension of the battalion to a regiment, and on June 11, 1863, the regimental organization was completed, with Col. Thielman in command. The regiment, excepting one or two companies, was composed principally of Chicago men.

ROSTER OF SIXTEENTH CAVALRY—CHICAGO OFFICERS.

NAME AND RANK.	DATE OF RANK OR ENLISTM'T	REMARKS.
Col. Christian Thielemann..	June 11, '63	Prom. from Maj. Dis. Aug. 9, '64.
" Robert W. Smith.....	Aug. 9, '64	Prom. from Lt. Col. M. O. Aug. 9, '65 as Lt.-Col.
Lt.-Col. Nathan C. Goodenow	July 21, '65	Prom. from Capt. Co. K. M. O. as Capt.
Maj. Frederick Schaumbeck	Nov. 17, '63.	Killed in action, 1864.
" Milo Thielemann.....	Aug. 1, '63	Disch. June 8, '64.
" John Hoffman.....	July 21, '65	M. O. Aug. 19, '65.
" Francis Jackson.....	Aug. 7, '65	"
Adj't. Joseph Gotthelf.....	May 22, '63	Res. May 25, '64.
A.		
2d Lt. Val'ntine Grebenstein .....	.....	M. O. Sept. 2, '64.
B		
Capt. Matthew Marx.....	Nov. 1, '61.	Res. Jan. 25, '62.
" Milo Thielemann.....	Jan. 25, '62	Prom. f'm 1st Lt.
" George Hamilton.....	Aug. 1, '63	Prom. f'm 1st Lt. Disch. Nov. 25, '64.
1st Lt. Wm. S. Kelly.....	Aug. 1, '63	Prom. f'm 2d Lt.
C.		
Capt. Frederick Schaumbeck	July 6, '61.	Promoted.
" Julius John.....	Apr. 17, '63	Disch. July 11, '64.
1st Lt. August Rettig.....	.....	.....
" John E. Roll.....	.....	.....
" Julius Jaehne.....	.....	.....
" John F. Marx.....	.....	.....
2d Lt. Wm. Warner.....	.....	.....
" J. Jehne.....	.....	.....
" Benedict Weniger.....	.....	.....
" John F. Marx.....	.....	.....
D.		
Capt. Benedict Weniger....	April 18, '63	Res. Mar. 16, '64.
" John Hoffman.....	Mar. 16, '63	Promoted.
" Frederick Herfert.....	Aug. 7, '65	M. O. as 1st Lt. '65.
" Hoffman.....	.....	Prom. f'm 1st Lt.
" Herfert.....	.....	Prom. f'm 2d. & 1st Lt.
I.		
Capt. Francis Jackson.....	Jan. 21, '63	Capt'r'd Nov. 14, '63.
"	May, '64.	Prom. Maj.
Capt. Hartwell Silver.....	Aug. 7, '65.	M. O. Aug. 19 '65.
J.		
Capt. Edward A. Wolcott ..	Apr. 16, '63	Disch. May 15, '65.

The artillery branch of the service had been a favorite one with Chicago people, and when the first call was made for troops in April, 1861, Battery A, Chicago light artillery, Captain James Smith, an organization which had been in existence since 1854, was recruited up and made ready to march in three hours after receiving the call. It did gallant service at Cairo, where Capt. Smith, being obliged to resign on account of ill health, was succeeded by Charles M. Willard, under whom it was mustered into the United States service for three years, July, 1861.



Wm Looy Smith

The first regiment of artillery was organized in 1862. Nearly all its officers were appointed from Chicago batteries. It was commanded successively by Colonels Joseph D. Webster (promoted Brigadier-General in 1865,) Ezra Taylor, (promoted Brevet Brigadier-General,) and Chas. Houghtaling. Its lieutenant-colonels were Chas. H. Adams, (M. O. in 1864,) and Allen C. Waterhouse, (promoted Colonel by brevet) and, at different periods, the following officers from Chicago were appointed its majors: Ezra Taylor, Chas. M. Willard, Samuel B. Barrett, A. C. Waterhouse, and Lyman Bridges.

Battery B, Chicago light artillery, was re-organized in April, 1861, by Captain Ezra Taylor, and was mustered into service and proceeded to Cairo in June, 1861.

These two batteries, A and B, were consolidated and re-organized in 1863 as Battery A.

Battery B (new), Capt. Lyman Bridges, Commander, was originally recruited and mustered in at Camp Douglas (Chicago) as Company G, Nineteenth Illinois infantry, under Captain Charles D. C. Williams, who, having been transferred to the United States Marine service, was succeeded in the command by Captain Bridges, who, on arriving at Nashville in November, 1862, was ordered to fit out a light battery of artillery, and man it with his company, which, by order of General Rosecrans, was detached from the regiment for duty as an artillery company. This was made a permanent arrangement by order of the war department, January 14, 1863.

OFFICERS OF BATTERIES.

* NAME AND RANK.	DATE OF RANK OF ENLISTMENT	REMARKS.
BATTERY A.		
Capt. James Smith	July 15, '61	Res. Sept. 7, '61
" Charles M. Willard	Sept. 27, '61	Prom. f'm 1st Lt.
" Francis Morgan	Mar. 1, '61	Prom. f'm 1st Lt.
" Peter P. Wood	May 24, '62	M. O. May 21, '62 Prom. f'm 1st Lt.
1st Lt. John W. Rumsey	Mar. 1, '62	Prom. M. O. July 23, '64
" George McCagg	May 24, '62	M. O. July 24, '64
2d Lt. Edgar P. Tobey	Sept. 27, '61	Res. Feb. 3, '63
" Frederick W. Young	Mar. 1, '62	M. O. July 23, '64
" Hoxie L. Huffman	May 24, '62	Res. Jan. 17, '63
" Wm. M. Pratt	Jan. 17, '63	M. O. July 23, '64
BATTERY B.		
Capt. Ezra Taylor	May 15, '61	Prom.
" Samuel E. Barrett	Oct. 23, '61	Prom. f'm 1st Lt.

OFFICERS OF BATTERIES—CONTINUED.

" Israel P. Rumsey	Feb. 25, '63	Prom. M. O. July 23, '64
1st Lt. Levi W. Hart	May 15, '61	Transf. Co. H.
" Patrick H. White	Oct. 23, '61	Prom. Capt. Mer. B.
" Theodore P. Roberts	Feb. 22, '63	Res. Aug. 20, '63
" Timothy M. Blaisdell	Feb. 24, '63	Died July 5, '64
" Wm. W. Lowrie	Aug. 20, '63	M. O. July 23, '64
2d Lt. Wm. J. McCoy	Feb. 22, '63	M. O. July 23, '64
" Geo. L. Purington	Aug. 20, '63	M. O. July 23, '64
BATTERY A (New).		
Capt. Samuel S. Smith	July 23, '64	M. O. Mch. 28, '65
" Edward P. Wilcox	Apr. 29, '65	Prom. f'm 1st Lt. M. O. July 10, '65
1st Lt. Harrison Roberts	Apr. 29, '65	M. O. July 10, '65
" Enoch Colby	Apr. 29, '65	M. O. July 10, '65
2d Lt. James B. Dutch	July 23, '64	M. O. July 10, '65
" Spencer A. Kimball	Apr. 29, '65	M. O. July 10, '65
BATTERY B (New.)		
Capt. Lyman Bridges	Jan. 1, '62	Prom.
" Lyman A. White	Dec. 21, '64	M. O. July 6, '65
" Lyman A. White	Sept. 20, '63	Prom. from 1st Lt.
1st Lt. Morris D. Temple	July 1, '63	Transf. Aug. 2, '64
" Franklin Seborn	Aug. 2, '64	Died.
" Clark E. Dodge	Dec. 21, '64	M. O. July 6, '65
" Lawman C. Lawrence	Dec. 21, '64	M. O. July 6, '65
2d Lt. Alphonso W. Potter	Dec. 21, '64	M. O. July 6, '65
" William Peterson	Dec. 21, '64	M. O. July 6, '65

Battery I was recruited and organized at Camp Douglas by Capt. Edward Bouton, a citizen of Chicago, and was mustered into service as Company I, of the First Illinois artillery, February 14, 1862, and was ordered to St. Louis, March 1, where it remained until April 2, when it embarked for Pittsburg Landing, arriving in time to participate in the memorable conflict of Shiloh.

Battery E, Capt. Allen C. Waterhouse, was also organized at Camp Douglas during the fall of 1861, and was mustered into service December 19. It departed for the front and arrived at Pittsburg Landing, March 30, 1862, and also participated in that battle.

Battery K, also of the First regiment, Capt. John Colvin of Chicago, was made up by the consolidation of companies E and K.

Battery M, Captain John B. Miller, was also organized at Camp Douglas and mustered into service August 12, 1863.

* Rumsey and McCagg promoted from second lieutenants.

Second Lieutenants White, Rumsey, Roberts and Lowrie promoted as above.

First Lieutenants Dodge and Lawrence promoted from second lieutenants.

Of Battery D, Henry A. Rogers was appointed captain, May 5, 1862, and killed May 29, 1863. Uzzel P. Smith, of Chicago, was a second lieutenant in this battery.

William Chandler, of Chicago, was a second lieutenant in Waterhouse's Battery (E), promoted to first

Levi W. Hart, of Chicago, commanded Battery H. Feb. 22, 1863, to May 9, '63, and Lewis B. Mitchell and George B. Knox were first lieutenants in said battery.

Donald Campbell, of Chicago, was a first lieutenant in Battery G; disch. Aug. 1, '62.

Stolbrand's battery, composed also largely of Chicago men, was mustered into service at Camp Butler October 5, 1861, and subsequently became Battery G of the Second regiment of Illinois light artillery.

OFFICERS OF BATTERIES.

NAME AND RANK.	DATE OF RANK OR ENLISTM'T	REMARKS.
BATTERY I.		
Capt. Edward Bouton	Feb. 10, '62	Prom. Col. 2d Tenn.
" Albert Cudney	June 16, '63	Prom. f'm 1st Lt. Res. Feb. 10, '64
1st Lt. Henry A. Rogers	Feb. 1, '62	Prom. Capt.-Co. D
BATTERY K (New.)		
Capt. John H. Colvin	Oct. 10, '63	Disc. June 11, '65
1st Lt. Charles M. Judd	Feb. 28, '64	M. O. July 15, '65
* BATTERY M.		
1st Lt. John H. Colvin	June 12, '62	M. O. for prom.
" Thomas Burton	Aug. 5, '63	M. O. July 24, '65
" Bela H. Flusky	Oct. 10, '63	M. O. July 24, '65

In the Second regiment of Illinois light artillery were the following Chicago officers: Lt.-Col. Wm. H. Bolton (M. O. Jan. 26, '65, as Major), and Majors Charles J. Stolbrand (promoted Brig. General), Frederick A. Starving (promoted Colonel Seventy-second infantry), and Adjutant Horatio N. Turner.

Batteries G (before mentioned), L and M of this regiment were largely Chicago organizations. Charles J. Stolbrand was the first captain of Battery G (promoted), and was succeeded by Frederick Sparrestrom (res. Aug. 22, 1864).

Company L, of the Second Illinois light artillery, was recruited at Chicago, organized by Capt. William Bolton at Camp Douglas, and mustered in February 28, 1862. The battery left Chicago March 11, 1862, and arrived at the front April 12.

ROSTER OF BATTERY L, CHICAGO OFFICERS.

NAME AND RANK.	DATE OF RANK OR ENLISTM'T	REMARKS.
Capt. Wm. H. Bolton	Feb. 28, '62	Prom.
" Erastus A. Nichols	Mar. 28, '65	Prom. f'm 1st Lt. Res. June 3, '65
" Thad. C. Hulaniski	June 12, '65	Prom. f'm 1st Lt. M. O. Aug. 9, '65
1st Lt. Edward A. James	Feb. 1, '62	Died Nov. 22, '62
" Simon P. Tracy	Nov. 2, '62	Died Sept. 9, '63
" John F. Dunlap	Sept. 9, '62	Res. May 23, '64
" Charles H. Felton	Mar. 28, '65	Res. May 23, '65
" George C. Wise	June 12, '65	M. O. Aug. 9, '65
2d Lt. Or ando S. Wood	Sept. 8, '62	Disc. Apr. 25, '63
" Jam-s Cunningham	June 12, '65	M. O. Aug. 9, '65

* Formerly Colvin's Battery.

† Burton and Flusky promoted from second lieutenants.

ROSTER OF BATTERY L—CONTINUED.

BATTERY M.		
Capt. John C. Phillips	June 6, '62	M. O. Apr. 11, '64
1st Lt. Edward G. Hillier	June 6, '62	Disc. Nov. 19, '62
" George W. Reed	June 6, '62	M. O. Apr. 11, '64
" W. C. G. L. Stevenson	Nov. 19, '62	Prom. f'm d Lt. M. O. Apr. 11, '64

In the Fifty-ninth regiment, which was composed almost entirely of Illinois troops, but which was mustered into the U. S. service in August and September, 1861, as the 9th Missouri, Company K, Captain Henry N. Snyder, was raised in Chicago, as before stated.

In December, 1861, by order of the war department, Illinois, having furnished a large number of troops in excess of her quota as called for by the government, the raising of any farther regiments, batteries, or independent companies was forbidden; recruiting, however, to fill up depleted regiments was permitted and encouraged, under which order Chicago sent about one hundred men to the field.

On May 25, 1862, Governor Yates was wired by Secretary Stanton that Washington was in danger, and he was urged to organize and forward all the available volunteers and militia forces in the State.

The excitement which followed this announcement gave renewed impetus to volunteering all over the State. The Sixty-fifth infantry, also known as the Scotch regiment, for which recruiting was done early in the year, and which was organized May 5th with Daniel Cameron, Jr., of Chicago, as Colonel, and of which Company G was raised in Cook county, and H, the "Glenarry Guards," was recruited in the city, was now accepted and ordered to the front early in June.

ROSTER OF THE SIXTY-FIFTH.

NAME AND RANK.	DATE OF RANK OR ENLISTM'T	REMARKS.
Col. Daniel Cameron, Jr.	May 1, '62	Res. July 31, '64.
Col. Wm. S. Stewart	July 30, '64	Prom. from Maj. and Lt.-Col. Transf. to con. as Lt. C. I.
Major John Wood	May 1, '62	Res. May 20, '64
" George H. Kennedy	May 30, '64	M. O. May 15, '65
Adj't David C. Bradley	Mar. 1, '62	M. O. Mar. 1, '65

‡ Tracy, Nichols, Hulaniski and Felton were promoted from second lieutenants.

NAME AND RANK.	DATE OF RANK OR ENLISTM'T	REMARKS
" Frederick A. Menge...	Apr. 19, '65	Trans. as cons.
Q. M. James C. Rankin...	Feb. 1, '62	Res. Jan. 6, '64.
" George P. Lyon.....	June 6, '64	Transf. as cons.
Surgeon George H. Park....	Mar. 1, '62	Disch. July 5, '64
2d Ass't Sur. Edw. T. Mesler..	July 2, '62	Res. Apr. 7, '63.
2d " Edw. E. Lynn....	Apr. 15, '63	Died Apr. 9, '65
Chaplain Frederick Kent...	Mar. 1, '63	Transf. as cons.
G		
Capt. Ivanoff Willentzki....	May 1, '62	Res. May 31, '63
" Axel F. Eckstrom.....	May 31, '63	Prom. f'm 1st Lt. M. O. Apr. 25, '65
1st Lieut. Alex. W. Diller...	May 1, '62	Disch. Oct. 21, '62
1st " Sam'l S. Fairfield...	May 31, '63	M. O. Apr. 25, '65
2d " Louis H. Higgins...	May 1, '62	Res. Feb. 13, '63
2d " S. S. Fairfield.....	Mar. 1, '63	Prom.
H		
Capt. Alex. McDonald.....	May 15, '62	Res. Sept. 30, '64
" James Miller.....	Sept. 30, '64	Transf. as cons.
1st Lieut. Lysander Tiffany...	May 15, '62	Res. Aug. 1, '62.
1st " James Miller.....	Aug. 1, '62	Prom.
1st " Dugald Macfarlane...	Apr. 30, '64	M. O. May 15, '65
2d " John J. Littler.....	May 15, '62	Deserted.
2d " Wm. H. Lunn.....	June 19, '63	Res. Feb. 10, '64

According to orders from the war department in May, 1865, the veterans and recruits of the Sixty-fifth, whose terms of service had not expired were consolidated—companies A, D, G, H and K under letters H, C, E, F, and I, under letter K,—B retaining its original letter.

Under this order also was organized, for three months service, the Sixty-seventh and Sixty-ninth regiments. These were recruited at Camp Douglas, where they were organized June 13-14, and mustered. The Sixty-seventh was commanded by Col. R. M. Hough and the Sixty-ninth by Col. Joseph H. Tucker. Neither of these regiments went to the front, but rendered valuable service by relieving veterans at Camps Butler and Douglas, who were now sent forward.

The companies and regiments above enumerated were enlisted under the first and second calls of the government for troops. *

On July 2, 1862, came another call for 300,000 men for three years; which was fol-

*The commissioned field and staff of the Sixty-seventh regiment was as follows:

Colonel, Rosele M. Hough; lieutenant-colonel, Eugene H. Oakley; major, Wm. H. Haskell; adjutant, Daniel T. Hale; quartermaster, Isaac N. Buck; surgeon, Brock McVicker; first assistant surgeon, Roscoe L. Hall; chaplain, Wm. H. Ryder.

The commissioned field and staff of the Sixty-ninth regiment was as follows: Colonel, Joseph H. Tucker; lieutenant-colonel, Thomas J. Pickett; major, George P. Smith; adjutants, Edward M. Beardsley, Abraham H. Van Buren; quartermaster, Charles W. Cringle; surgeon, Isaiah P. Lynn; first assistant surgeon, Azro E. Goodwin; chaplain, Wm. W. Everts.

lowed August 4th by still another for 300,000 militia for nine months service. The quota of Illinois under each of these calls was 26,148 men; in all, 52,296. The State had at this time already furnished 16,978 troops in excess of her quotas under previous calls, but such were the emergencies of the government that on August 9th, Governor Yates was informed that no credit would be allowed for this excess, and that the full number, without deductions, must be furnished.

This was the most critical period in the history of the war of the rebellion. While the Union armies had been fairly successful in the West, driving the enemy from Tennessee, Kentucky and Missouri, the result of the campaigns in Virginia had been such as to discourage and dampen the ardor of every friend of the Union. The rebellion, indeed, seemed as far from being overcome as when the first gun was fired. The people of the loyal States were no longer united as they had been at first, the efforts of secession sympathizers having been successful in creating a sentiment among voters, more or less influential, opposed to the administration and the further prosecution of the war.

The greater portion of the floating population of the country had already volunteered; the farmers were now in the midst of their harvest; the mechanic was busy in his shop, and the demand for laborers, owing to the absence of so many in the army, was greater than the supply; and from these sources recruits must be obtained.

A draft seemed inevitable, and an enrollment of the militia of the State was ordered. The question anxiously discussed and considered was: will the people stand the pressure of their accumulated responsibilities? Will they, under these adverse circumstances, respond to these new calls, and rally once more in sufficient numbers to defend the Union—will their love of country stand the strain?

The stern pause which was followed by the firm resolve to meet the emergency, and to redouble all former efforts and sacrifices to

preserve the life of the Nation, was of brief duration.

In Chicago the first to act were the young men of the city, who issued a call for a war meeting to be held at Bryan Hall on Saturday evening, July 19th. The call was signed by the following citizens, many of whose names were found subsequently engraved in imperishable letters upon the roll of honor: George E. Williams, D. W. Whittle, H. B. Bogue, J. B. Drake, H. D. French, Daniel Goodwin, Jr., D. B. Cooke, John H. Small, Edward I. Tinkham, N. D. Clapp, J. W. Foster, C. N. Holden, H. D. Cohing, W. H. Adams, E. C. Wilder, J. S. Ballard, F. H. Scudder, Thomas Creswell, D. W. Perkins, W. B. Holbrook, J. B. Ideson, Edward Ely, F. A. Hahn, John Cominskey, Wm. G. White, A. Floeing, Thomas Hoyne, W. B. Snowhook, T. S. Fitch, John Van Arman, P. B. Manchester, Francis C. Brown, Wm. Randolph, F. S. Hanson, E. C. Larned, Charles H. Ray, C. D. De Long, Wm. B. Keen, I. Bromfield, C. R. Larrabee, Robert L. North, John H. Ross, John B. King, L. B. Hand, Ira W. Buell, Nelson Tuttle, S. A. Smith, H. W. Hinsdale, B. F. Jacobs, Thomas B. Carter, Tom L. Church, D. A. Colton, Ira Y. Munn, W. D. Houghtelling, Norman Williams, Jr., John L. Hancock, Thomas Parker, Charles G. Hickey, H. H. Campbell, John A. Bross, "and 150 others."

This call was endorsed by the Union Defense Committee and by the Young Men's Christian Association, and upon being laid before the Board of Trade co-operating resolutions were adopted by that body amid great enthusiasm. At the same time a call was issued for a meeting of the Board to take measures to recruit and support a battery, to be known as the Board of Trade Battery.

The one meeting called swelled into three monster gatherings, all of which were pervaded by a burning patriotism whose fervor had never been excelled in any former meeting. Short, telling speeches were made by Rev. Dr. Tiffany, H. G. Miller, Judge Robert S.

Wilson, E. C. Larned, George C. Bates, Robert S. Blackwell, Wm. C. Goudy, Rev. Robert Collier, U. F. Linder, E. G. Asay, Jos. Knox, Wm. K. McAllister, and Casper Butz. Resolutions were adopted amid three times three cheers strongly approving the president's call, and in favor of supplying all needed "men and means for the putting down of the rebellion."

Meetings of the Board of Trade were held on July 21st, 22d and 23d, and at the last meeting it was announced that the proposed battery had been fully recruited and a fund of \$15,210 raised for its benefit, including the payment of \$60 bounty to each member. It was composed of 155 men, selected from the 180 enrolled, and was immediately mustered into the United States service. James H. Stokes, who was a graduate of West Point, and had already distinguished himself in securing arms for the service at the beginning of the war from the St. Louis arsenal, was selected as its captain. It marched into camp on August 2d, received its guns on the 11th, its uniforms on the 13th, its horses on the 20th, and moved for the front in Kentucky Sept. 9th, where it took part in the campaign of Perryville.

ROSTER OF CHICAGO BOARD OF TRADE BATTERY.

NAME AND RANK.	DATE OF RANK OR ENLIST'NT.	REMARKS.
Capt. James H. Stokes.....	July 31, '62	Prom. Brig. Gen. M. O. '64.
" George I. Robinson...	Aug. 22, '64	Prom. from 1st Lt. M. O. June 30, '65.
1st Lt. Alfred F. Baxter.....	July 31, '62	Res. Nov. 18, '62.
" Sylvanus H. Stevens...	Nov. 18, '62	M. O. June 30, '65.
" Trumbull D. Griffin...	Aug. 22, '64	Prom. from 2d Lt. M. O. June 30, '65.
2d Lt. Henry Bennett.....	July 31, '62	Res. Feb. 18, '65.
" Lewis B. Hand.....	Aug. 22, '64	
" Abbott L. Adams...	June 22, '65	M. O. June 30 as Sergeant.
" Menzo H. Salisbury...	June 22, '65	M. O. June 30 as Sergeant.

When the announcement was made of the raising of this battery a resolution was proposed that the Board of Trade should also recruit a company of infantry, which, upon its being announced that the Board of Supervisors had agreed to appropriate

\$200,000 for bounties and support of soldiers' families, was amended so as to read "regiment" instead of "company."

Other immensely attended mass meetings were held on Saturday night, July 26th, and such was the impulse given to recruiting by the patriotic appeals made to the people, that in just thirty days from the time of tendering the first company, the Seventy-second, or the Board of Trade, infantry regiment was fully raised, mustered into service with Colonel Frederick A. Starring in command, and on the same day, August 23d, started for Cairo and the seat of war.

The record is preserved and should be repeated here that the name of George H. Heafford, who was afterwards elected a corporal of Company A, and gained by promotion the position of adjutant of the regiment, was the first one enrolled for the enlistment, and General Joseph Stockton the second; and that Company E, Captain William B. Holbrook, one of the companies raised by the Young Men's Christian Association, secured the premium which had been offered for being the first company filled to the maximum and in camp.

ROSTER OF SEVENTY-SECOND REGIMENT—CHICAGO OFFICERS.

NAME AND RANK.	DATE OF RANK OR ENLISTM'T	REMARKS.
Col. Fred A. Starring.....	Aug. 21, '62	M. O. Aug. 7, '65
Lt.-Col. Joseph C. Wright....	" "	Died, Chicago, July 8, '63, of w'ds rec'd. at Vicksburg.
Lt.-Col. Joseph Stockton.....	July 7, '63	Prom. fm Major, Pro. Bvt Brig-Gen. Mar. 13, '65
Major Henry W. Chester....	Aug. 21, '62	Res. Feb. 14, '63.
" William James, Jr.....	July 7, '63	M. O. Aug. 7, '65
Adj't. Ebenezer Bacon.....	Aug. 21, '62	Died, Memphis, Jan. 16, '63.
" Benj. W. Underwood....	Jan. 16, '63	Res. Apr. 1, '64.
" George H. Heafford.....	Apr. 1, '64	M. O. Aug. 7, '65
Q. M. Benj. W. Thomas.....	Aug. 21, '62	Res. Feb. 16, '63.
" Albert G. Gibbs.....	Feb. 16, '63	M. O. Aug. 7, '65
Surg. Edwin Powell.....	Aug. 21, '62	" " "
1st Asst Sur. Ben. Durham, Jr.	" "	Prom. Asst. Sur. of Vol. M. O. June 8, '64.
Chaplain, Henry E. Barnes..	" "	Res. June 20, '63
A		
Capt. Joseph Stockton.....	" "	Prom. Major.
" Wm. B. Gallaher.....	Feb. 14, '63	Prom. fm 2d Lt, Res. June 8, '63, as 2d Lt.
" Merritt Batchelor.....	June 8, '63	Prom. fm 1st Lt, Res. Oct. 26, '64

NAME AND RANK.	DATE OF RANK OR ENLISTM'T.	REMARKS.
Capt. Roswell H. Mason.....	Oct. 26, '64	Res. June 1, '65
" William Mohrmann.....	June 12, '65	Prom. fm 1st Lt, M. O. Aug. 7, '65, as 2d Lt.
1st Lt. George B. Randall...	Aug. 21, '62	Prom. from 2d Lt. Res. Jan. 19, '63.
1st " Henry A. Ward.....	June 12, '65	Prom. fm 2d Lt, M. O. Aug. 7, '65
2d " James M. Smith.....	Oct. 26, '63	Prom. 1st Lt Co. I
2d " Oliver Rice.....	June 12, '65	M. O. Aug. 7, '65 as Sergt.
B		
Capt. Jacob S. Curtis.....	Aug. 21, '62	M. O. June 17, '65
1st Lt. David W. Perkins....	" "	Res. Jan. 28, '63
1st " Daniel W. Whittle...	Jan. 28, '63	Prom. fm 2d Lt, Prom. Capt. Co. G
C		
Capt. William James, Jr....	Aug. 21, '62	Prom. Major.
" Glen C. Ledyard.....	July 7, '63	Prom. fm 1st Lt, Res. Sept. 8, '64.
1st Lt. Clifford Stickney.....	April 4, '64	Prom. fm 2d Lt, Res. Aug. 31, '64
D		
Captain James A. Sexton....	Aug. 21, '62	M. O. Aug. 7, '65
1st Lt. Benj. W. Underwood.	" "	Prom. Adj't.
1st " William G. Mead.....	Sept. 27, '64	Prom. fm 2d Lt, M. O. Aug. 7, '65
2d " Louis P. Twyeffort...	" "	M. O. Aug. 7, '65
E		
Capt. Wm. B. Holbrook.....	Aug. 21, '62	M. O. Aug. 7, '65
1st Lt. Henry C. Mowry.....	" "	Killed May 22, '63
1st " Porter A. Ransom....	May 22, '63	M. O. June 17, '65
1st " Joseph Strube.....	July 11, '65	Prom. fm 2d Lt, M. O. Aug. 7, '65 as 2d Lt.
2d " Porter A. Ransom....	Aug. 21, '62	Prom.
F		
Capt. Isaiah H. Williams...	" "	On det. serv. at M. O. of reg.
1st Lt. George W. Colby.....	" "	Pro. Capt. Co. K
1st " Herrick G. Turnald...	July 11, '65	Prom. fm 2d Lt, M. O. Aug. 7, '65, as 2d Lt.
2d " Richard Pomeroy...	Aug. 21, '62	Killed May 7, '64
G		
Capt. Henry D. French.....	" "	Died May 4, '63.
" Daniel W. Whittle.....	May 4, '63	M. O. Aug. 7, '65.
H		
Capt. Edwin C. Prior.....	Aug. 21, '63	Died Dec. 18, '64, of wounds.
" Chas. E. Thompson...	Dec. 18, '64	M. O. Aug. 7, '65
1st Lt. John W. Murray....	Aug. 21, '62	Res. Aug. 23, '63
1st " Chas. E. Thompson....	Aug. 23, '63	Prom.
1st " Adolph Burkhardt...	Dec. 18, '64	M. O. Aug. 7, '65
2d " Chas. E. Thompson....	June 8, '63	Prom.
2d " Adolph Burkhardt...	Aug. 23, '63	Prom.
I		
Capt. Jas. W. Haney.....	Aug. 21, '62	Res. Oct. 16, '62.
" James M. Smith.....	July 11, '65	Prom. fm 1st Lt, M. O. Aug. 7, '65 as 1st Lt.
1st Lt. Spencer B. Carter...	Oct. 16, '63	Prom.
K		
Capt. John Reid.....	Aug. 21, '62	Res. Feb. 15, '64
" Geo. W. Colby.....	Feb. 15, '61	Res. July 13, '64.
1st Lt. Chas. Gladding....	Aug. 21, '62	Sept. 15, '63.
1st " Gardner Allison.....	Sept. 15, '63	Prom. fm 2d Lt, Res. July 14, '64
1st " Lafayette Paramore.	July 14, '64	M. O. Aug. 7, '65
2d " Edwin Small.....	Aug. 21, '62	Died at Col'mb's, Kv. Nov. 3, '62

The Eighty-second Infantry, the next local regiment in order numerically, was not mustered into the service until after the

Eighty-eighth and Ninetieth. It was designated the second Hecker regiment, in honor of Colonel Frederick Hecker, its first colonel, he having resigned as colonel of the First Hecker regiment (Twenty-fourth Infantry) December 23, 1861. It was composed principally of German volunteers; one company, however, C, the "Concordia Guards" was an Israelitish company—the Hebrews of Chicago collecting in three days \$10,000 among themselves for its benefit; and company I was composed of Scandinavians. Although organized at Camp Butler, near Springfield, this was essentially a Chicago regiment—nearly all its field and staff, and a majority of its line officers being residents of this city. It was mustered for service September 26th, and left camp to join the Army of the Potomac, November 3, 1862.

ROSTER OF THE EIGHTY-SECOND REGIMENT
—CHICAGO OFFICERS.

NAME AND RANK	DATE OF RANK OR ENLISTM'T	REMARKS.
Col. Frederick Hecker	Oct. 23, '62	Res. Mch. 21, '64, Prom. f'm Lt.-Col.
" Edward S. Salomon....	Mar. 21, '64	Prom. B. B. Gen. Mar. 16, '65. M. O. as Lt.-Col.
Lt. Col. Ferd'd Rolshausen	Apr. 11, '65	Prom. f'm Maj. M. O. June 9, '65 as Maj.
Maj Emil Frey	Jun. 8, '65	M. O. June 9, '65, as Capt.
Adj't. Otto Balck.	Aug. 3, '63	M. O. June 9, '65.
Surg. Geo. Schloetzer.....	Sept. 26, '6	Disch. June 12, '64.
Asst. Surg. Oscar J. Bergh .	Jan. 12, '64	Disch. June 6, '63.
A.		
Capt. Anton Bruhn	Apr. 26, '63	M. O. June 9 '65.
1st. Lt. Edward Kafka.....	Feb. 14, '63	Res. Feb. 13, '65.
" Charles Stueven		Prom f'm 2d. Lt. Prom. Capt. Co. K.
" Peter Lauer.....	Jun. 8, '65	M. O. June 9, '66, as Sergt.
2d. Lt. Eugene Hepp.....	Feb. 14, '63	Prom. 1st. Lt. Co. H.
" Henry Sass.....	Jun. 8, '65	M. O. June 9, '65, as Sergt.-Maj.
B.		
Capt. August Bruning.....	Aug. 15, '62	Res. Mar. 12, '63.
" Geo. Heinzmalm	Mar. 12, '63.	Prom. f'm 1st. Lt. M. O. June 9, '65.
1st. Lt. Joseph Rievert.	Apr. 22, '63	Prom. Capt. Co. G.
" John M. Shimperl	Jun. 8, '65.	M. O. June 9, '65, as Sergt.
" Eugene Hepp.....	Apr. 11, '65	M. O. June 9, '65, as Sergt.
2nd. Lt. Ferdinand Babst....	Mar. 12, '63	Died Aug. 2, '63.
" Charles W. Bilse....	Aug. 2, '63	Res. Jan. 28, '65.
C.		
Capt. Jacob LaSalle.....	Aug. 16, '62	Res. May 27, '63.
" Mayer A. Frank.....	May 28, '63	Prom f'm 1st. Lt. Res. Feb. 29, '64.
" Frank Kirchner.....	Apr. 11, '65	M. O. June 9, '65.
1st. Lt. Otto Black	May 28, '63	Prom f'm 2d. Lt. to Adj't.

NAME AND RANK.	DATE OF RANK OR ENLISTM'T.	REMARKS.
" William Loeb.	Aug. 3, '63	Prom f'm 2d. Lt. M. O. June 9, '65.
2d. Lt. Fred Bechstein.....	Sept. 26, '62	App'd to Co. I.
" Carl L. Mueller.	June 8, '65	M. O. June 6, '65.
D.		
Capt. Matthew Marx.....	Aug. 28, '62	Disch. Oct. 7, '63.
1st. Lt. Frank Kerchner.....	May 20, '63	Prom. f'm 2d. Lt. Prom. Co. C.
2d. Lt. Berthold Kruk'nberg	May 20, '63	Disch. Nov. 10, '64.
F.		
1st. Lt. Fred Bechstein. . . .	Jan. 11, '63	Kill'd in bat. Jul. 20, '64.
2d. Lt. Christian Erichson....	May 28, '63	Trans. to Co. I.
G.		
Capt. Joseph Riegert.....	Jun. 8, '65	Prom. f'm 1st. & 2d. Lt. M. O. Jun. 9, '65 as Lt.
1st. Lt. Carl Lotz.....	Sept. 3, '63	M. O. June, 9, '65 as Lt.
H.		
1st. Lt. Eugene Hepp	Apr. 11, '65	App'd to Co. D.
2d. Lt. Hugo Schroeder.....	Aug. 1, '62	Disch May 15, '65.
I.		
Capt. Ivor Alex. Weid.....	Aug. 30, '62	Res. Jan. 17, '63.
" John Hillborg.....	Jan. 11, '63	Prom. f'm 1st. Lt. Res. May 29, '63.
1st. Lt. Fred Bechstein.....	Jan. 11, '63	To Co. F.
" Chris. Erichson.....	May 28, '63	Prom. f'm 2d. Lt. M O Jun. 9, '65.
2d. Lt. Peter Hansen.....	Aug. 30, '62	Res. Dec. 10, '62.
K.		
Capt. Joseph B. Greenhut...	Oct. 23, '62	Res. Feb. 24, '63.
" Charles E. Stueven.....	June 8, '65	M. O. June 9, '65, as 1st Lt.
1st. Lt. Dominicus Klutsch.	May 17, '63	Prom f'm 2d. Lt. Res. Mar. 29, '64.
" George Beaur.	11, '65	M. O. June 9, '65.

Another immense war meeting was held on August 2d, at which Governor Yates delivered what was doubtless the most eloquent speech of his life. It was a grand prelude to the call for 300,000 militia which came early the following week. Never before had there been such an arousing of the military spirit. Practically business was left to take care of itself, recruiting stations taking the place of shops as points of public interest, and enlistment rolls being scanned more eagerly than prices current. There was indeed a patriotic strife between the second Board of Trade regiment, the Eighty-eighth infantry, and the railroad regiment, the Eighty-ninth, to see which would first reach the point of organization; and in fact, as it turned out, they were both organized the same day.

The Eighty-eighth infantry was raised and mustered into the service, with Colonel Francis T. Sherman commanding, August 27th, and left Chicago for the front in Kentucky September, 1862.

ROSTER OF THE EIGHTY-EIGHTH REGIMENT,
CHICAGO OFFICERS.

NAME AND RANK.	NAME OF RANK OR ENLISTMENT	REMARKS.
Col. Francis T. Sherman.....	Aug. 27, '62	Prom. Brig. Gen. M. O. June 9, '65
Lt.-Col. Alex. S. Chadbourne ..	" "	Res. Oct. 15, '63
Geo. W. Chandler.....	Oct. 14, '63	Prom. fm Major. Killed in bat. June 27, '64
" George W. Smith ..	June 22, '65	Prom. fm Capt & Maj.; prom. as Bt. Col. and Bt. Brig. Gen., M. O. June 9, '65
Major Levi P. Holden.....	" "	M. O. June 9, '65
Adjt. Joshua S. Ballard.....	Aug. 27, '62	Died April 9, '63
" Richard Realf.....	Nov. 25, '63	M. O. June 9, '65
Q. M. Nathaniel S. Bouton.....	Aug. 27, '62	Res. Oct. 6, '63
Surgeon Geo. Coatsworth.....	" "	Died Jan. 9, '63
Asst. " Frederick E. Kopp.....	Jan. 31, '6	M. O. June 9, '65
A.		
Capt. John A. Bross.....	Sept. 4, '62	Prom. Lt.-Col. 20th U. S.
" John P. D. Gibson.....	Apr. 6, '64	Prom. fm 1st Lt. Died Apr. 17, '64
" Edwin L. Barber.....	May 5, '64	Prom. fm 1st Lt. M. O. June 9, '65
1st Lt. Lewis B. Cole.....	Apr. 6, '64	Prom. fm 2d Lt. Res. 2d Lt. May 4, '64
B		
Capt. George W. Smith.....	Sept. 4, '62	Prom.
1st Lt. George Chandler.....	" "	Res. Oct. 13, '63
2d Lt. Gilbert F. Bigelow.....	" "	Res. Feb. 12, '63
C		
Capt. Webster A. Whiting.....	Sept. 4, '62	Res. Sept. 12, '63
" Henry A. Cushing.....	Sept. 12, '63	Prom. fm 1st Lt. M. O. June 9, '65
1st Lt. Charles H. Lane.....	Sept. 12, '63	Prom. fm 2d Lt. Killed in bat. Nov. 25, '63
D		
Capt. George A. Sheridan.....	Sept. 4, '62	Res. Oct. 28, '64
1st Lt. Thomas F. W. Gullich.....	" "	Killed in battle Dec. 31, '62
" " Alex. C. McMurtry.....	Jan. 1, '63	Prom. fm 2d Lt. Prom. Capt Co.
" " Henry C. Griffin.....	Sept. 13, '64	Prom. fm 2d Lt. M. O. June 9, '65
E		
Capt. Levi P. Holden.....	Sept. 4, '62	Prom. Major
" James Rhimes.....	Jan. 22, '64	Prom. fm 1st and 2d Lt.; Res. Oct. 27, '64
1st Lt. Sylvester Tittsworth.....	Sept. 4, '62	Res. Mar. 24, '64
" " Isaac Reeves.....	Oct. 27, '64	M. O. June 9, '65
2d Lt. Lorenzo Brown.....	Sept. 4, '62	Res. Jan. 23, '63
F		
Capt. John W. Chickering.....	Sept. 4, '62	M. O. Nov. 17, '65
1st Lt. William Lawrence.....	Feb. 1, '63	M. O. Aug. 28, '64 for Prom.
" " Nathaniel P. Jackson.....	Aug. 26, '64	Prom. fm 2d Lt. M. O. June 9, '65
G		
Capt. Gurdon S. Hubbard.....	Sept. 4, '62	Res. Dec. 29, '63
" Dean R. Chester.....	Dec. 29, '63	Prom. fm 1st and 2d Lt.; M. O. June 9, '65
1st Lt. Frederick C. Goodwin.....	Sept. 4, '62	Res. Feb. 21, '63
" Isaac Frazier.....	Dec. 27, '63	Prom. fm 2d Lt. M. O. June 9, '65
2d Lt. Wm. A. Hutchinson.....	June 8, '65	M. O. June 30, '65
H		
Capt. Alex. C. McClurg.....	Sept. 4, '62	Transf. and prom M. O. June 9, '65
" Alexander C. McMurtry.....	Sept. 13, '64	Res. Jan. 3, '64
1st Lt. Charles T. Boal.....	Sept. 4, '62	Res. Dec. 1, '62
2d Lt. Daniel B. Rice.....	" "	Killed in battle Nov. 25, '63
" " Henry W. Bingham.....	Dec. 1, '62	

NAME AND RANK.	DATE OF RANK OR ENLISTMENT	REMARKS.
I		
Capt. Joel J. Spalding.....	Sept. 4, '62	Disc. Sept. 28, '64
1st Lt. Orson C. Miller.....	" "	Res. Nov. 28, '63
" " Noah W. Rae.....	Nov. 28, '63	Died June 2, '64
K		
Capt. Daniel E. Barnard.....	Sept. 4, '62	M. O. June 9, '65
1st Lt. Homer C. McDonald.....	" "	Res. Sept. 1, '63
" " James Winship.....	Apr. 1, '64	Disc. May 15, '65

The Eighty-ninth regiment, raised by the railroad men and composed principally of railroad employes, was also mustered into the service at Chicago with Col. John Christopher of the regular army in command, August 27th, was likewise ordered to Louisville, and left on the same day as the Eighty-eighth.

ROSTER OF THE EIGHTY-NINTH REGIMENT,
CHICAGO OFFICERS.

NAME AND RANK.	DATE OF RANK OR ENLISTMENT	REMARKS.
Col. John Christopher.....	Aug. 25, '62	Ordered to 16th U. S. Infantry, 1863
" Charles T. Hotchkiss.....	Jan. 7, '63	Prom. fm Lt. Col. Prom. Brig- Gen.; M. O. June 9, '65
Lt.-Col. Duncan J. Hall.....	Jan. 7, '63	Prom. fm Major. Killed in battle Sept. 20, '63
Major John M. Farquhar.....	Apr. 25, '65	M. O. June 10, '65 as Capt.
Adjt. Edward F. Bishop.....	Aug. 25, '62	Disc. Dec. 28, '63
Q. M. Frederick L. Fake.....	" "	Res. Oct. 6, '63
Surgeon Herman B. Tuttle.....	Mar. 29, '63	M. O. June 10, '65
Chaplain James H. Dill.....	Aug. 25, '62	Prom. fm 2d Asst Surg Died Jan. 14, '63
A		
Capt. Duncan J. Hall.....	Aug. 25, '62	Prom.
" Edward A. Smith.....	Sept. 4, '62	Prom. fm 1st Lt. Res. Dec. 2, '62
" Wm. H. Rice.....	Dec. 2, '62	Prom. fm 1st and 2d Lt.; killed in bat. Sept. 20, '63
B		
Capt. John M. Farquhar.....	Jan. 15, '63	Prom.
C		
Capt. Henry L. Rowell.....	Aug. 25, '62	Died of wounds, 1862
" James M. Rigney.....	Dec. 3, '63	M. O. June 10, '65
1st Lt. Samuel A. Ellis.....	Aug. 25, '62	Disc. Oct. 20, '62
" " John R. Darcy.....	Oct. 20, '62	Prom. fm 2d Lt. Died Mar. 17, '65
" " Wm. H. Kinney.....	Mar. 17, '64	M. O. June 10, '65
D		
Capt. John W. Spink.....	Aug. 25, '62	Killed in battle, Chickamauga
" George F. Robinson.....	Sept. 19, '63	Prom. fm 1st Lt. M. O. June 10, '65
K		
Capt. Herbert M. Blake.....	Aug. 25, '62	Killed in battle
" Wm. A. Sampson.....	June 26, '63	Prom. fm 1st Lt. M. O. June 10, '65
1st Lt. James A. Jackson.....	" "	Prom. fm 1st Lt. M. O. June 10, '65
2d Lt. Henry G. Greenfield.....	" "	M. O. June 10, '65

Companies E, F, G, H and I, were raised and officered in other counties and cities.

While these successful efforts were being made it was determined by the Irish Catholics of the city to raise a regiment of their own. At a largely attended meeting at St. Patrick's church, August 8th, which was presided over by Father Patrick Dunne, several companies, some of them nearly full, were tendered for this regiment, and Father Dunne was elected its temporary colonel. It was called the "Irish Legion," being the Ninetieth infantry in numerical order, and such was the success of the efforts made that the regiment was ordered to be mustered into the service with Timothy O'Meara as its colonel, September 6th. Companies E, F, G, H, were recruited at Chicago; A at Rockford, B at Galva, C at Lockport and LaSalle, D at Joliet, I at Belvidere, and K at Ottawa. It was mustered September 7th, remained in Chicago, doing duty at Camp Douglas, until November 27th, when it was ordered to the front by the way of Cairo.

ROSTER OF THE NINETIETH REGIMENT—CHICAGO OFFICERS.

NAME AND RANK.	DATE OF RANK OR ENLISTM'T	REMARKS.
Col. Timothy O'Meara.....	Nov. 22, '62	Killed at Mis. Ridge.
" Owen Stuart.....	Nov. 25, '63	Prom. fm Lt-Col. and Major, M. O. June 6, '65, as Lt-Col.
Lt.-Col. Timothy O'Meara...	Sept. 23, '62	Prom.
" Smith McCleavy.....	Nov. 23, '62	Res. Mar. 6, '63.
Adj't Edwin S. Davis	Sept. 23, '62	M. O. Jan. 6, '65.
Q. M. Redmond Sheridan	"	"
Chaplain Thomas F. Kelley...	"	Res. July 23, '63.
C		
Capt. John C. Harrington...	June 15, '64	Prom. fm 1st Lt. M.O. June 6, '65
E		
Capt. Matthew Leonard....	Sept. 5, '62	Dism. Mar. 26, '63
" David Duffy.....	Mar. 27, '63	M. O. June 6, '65
1st Lt. John McAssey.....	Sept. 5, '62	Prom. Capt. Co. K
2d " Lawrence S. McCarthy	"	Prom. Co. H.
F		
Capt. Richard C. Kelly.....	Sept. 6, '62	Res. Feb. 1, '63.
" Patrick Feeney.....	Mar. 7, '63	Prom. fm 1st Lt. M.O. June 6, '65
2d Lt. Timothy Mahoney....	Feb. 1, '63	Pro. 1st Lt. Co. I
G		
Capt. John Murphy	Sept. 6, '62	Under arrest at M. O. of reg.
1st Lt. David Duffy	"	Prom. Capt E.
1st " Patrick Champion....	Mar. 27, '63	Prom. fm 2d Lt. M.O. June 6, '65
H		
Capt. Peter Casey	Sept. 15, '62	Dism. Jan. 11, '64
" Michael M. Clark.....	Apr. 17, '65	Prom. fm 2d Lt. M. O. June 6, '65
1st Lt. Lawrence S. McCarthy	Apr. 23, '63	Under arrest at M. O. of reg.
2d " George W. McDonald	Sept. 15, '62	Res. Mar. 6, '63.

NAME AND RANK.	DATE OF RANK OR ENLISTM'T	REMARKS.
I		
1st Lt. Joseph Teahon.....	Oct. 31, '62	Res. Feb. 1, '63.
1st " James Geary	Feb. 1, '63	Com. canceled.
1st " Timothy Mahoney.....	Apr. 7, '65	M. O. June 6, '65
2d " Joseph Cavanaugh....	Feb. 1, '63	Disch. as Sergt.
K		
Capt. Peter S. Real.....	June 10, '63	Prom. fm 1st Lt. Disch. Nov. 16, '64.
" John McAssey	Apr. 7, '65	M.O. June 6, '65

Before the second Board of Trade regiment (the Eighty-eighth infantry) had been fully organized, recruiting had already been commenced for a third, which was numbered the One Hundred and Thirteenth, infantry. It was finally organized by the consolidation of four companies recruited in Cook county, with three each from the counties of Iroquois and Kankakee. It was mustered for service with Col. George B. Hoge, of Chicago, in command, October 1st, and left Camp Hancock via Chicago, November 6th, 1862, for Memphis, Tennessee.

ROSTER ONE HUNDRED AND THIRTEENTH REGIMENT.—CHICAGO OFFICERS.

NAME AND RANK.	DATE OF RANK OR ENLISTM'T	REMARKS.
Col. George B. Hoge.....	Oct. 1, '62	Prom. Bt. Brig. Gen. M. O. June 20, '65.
Lt. Col. George R. Clark....	Aug. 26, '63	Prom. from Maj. M. O. June 20, '65.
Maj. Lucius H. Yates.....	Oct. 1, '62	Res. Jan. 22, '63.
Adj't John S. Lord.....	July 26, '63	M. O. June 20, '65.
A		
Capt. George R. Clark.....	Oct. 1, '62	Prom.
" Henry W. B. Hoyt.....	Jan. 22, '63	Prom. from 1st Lt. Disch. May 15, '65.
" Azariah M. Baird.....	May 27, '65	Prom. from 1st and 2d Lt. M. O. June 20, '65.
1st Lt. Daniel Ferguson.....	Jan. 22, '63	Prom. from 2d Lt. Disch. Sept. 3, '63.
" Henry M. Williams....	May 27, '65	Prom. M. O. June 20, '65.
2d Lt. Charles P. Silver	May 27, '65	M. O. June, '65 as Serg't.
C		
Capt. George W. Lyman.....	Oct. 1, '62	Res. July 1, '64.
" Harvey P. Hosmer....	July 1, '64	Prom. from 1st and 2d Lt. M. O. June 20, '65.
1st Lt. Wm. E. Barry.....	Oct. 1, '62	Res. Feb. 18, '63.
" Robt. Wilson.....	July 1, '64	Prom. from 2d Lt. Disch. May 15, '65, as Lt.
2d Lt. Wm. C. Keeton.....	Feb. 18, '63	Disch. Sept. 11, '63.
" Ambrose C. Webber..	July 1, '64	M. O. June 20, '65.
G		
Capt. John G. Woodruff...	Oct. 1, '62	M. O. June 20, '65.
1st Lt. Frank Brown	"	1, '62 Res. Jan. 13, '63.
" James J. Conway....	Jan. 13, '63	Prom. from 2d Lt. Killed in bat. June 12, '64.
" Henry C. Frierly.....	June 12, '65	M. O. June '65 as Serg't.

Still another regiment, the One Hundred and Twenty-seventh, Col. John Van Arman, a distinguished lawyer of Chicago, was raised under the July call, of which Companies B, G and H were recruited in Chicago and Cook county.

The regiment was mustered at Camp Douglas September 5th, and started for the front November 9, 1862.

ROSTER OF THE ONE HUNDRED AND TWENTY-SEVENTH REGIMENT.—CHICAGO OFFICERS.

NAME AND RANK.	DATE OF RANK OR ENLISTM'T	REMARKS.
Col. John Van Arman . . .	Sept. 6, '62	Res. Feb. 23, '63.
" Hamilton N. Eldridge...	Feb. 23, '63	Prom. from Lt. Col. Res. July 29, '63.
Lt.-Col. Frank S. Curtiss . .	Feb. 23, '63	Prom. from Maj. M. O. June 5, '65.
Adj't John Van Arman, Jr..	Sept. 6, '62	Res. Mar. 10, '63.
" James A. Wheaton.....	Mar. 19, '63	Res. Nov. 9, '64.
" James G. Nind	Nov. 9, '64	M. O. June 5, '65.
Q.-M. Daniel H. Hale	Sept. 6, '62	Res. July 11, '63.
Surgeon Joel B. Gore	" 6, '62	M. O. June 5, '65.
Chaplain Joh'n C. Stoughton	" 6, '62	Res. Aug. 10, '63.
B		
Capt. Adon'm J. Burroughs.	Sept. 5, '62	Disch. for prom. Oct. '62.
" Frank J. Woodward...	Oct. 31, '62	Prom. from 2d Lt. M. O. May 29, '65.
1st Lt. John R. Morgan	Sept. 5, '62	Res. July 27, '63.
" Harvey L. Mason.....	July 27, '63	Prom. from 2d Lt. M. O. June 5, '65.
G		
Capt. John S. Williams.	Oct. 23, '62	Res. Dec. 26, '63.
" Thomas Sewell.....	Dec. 26, '63	M. O. June 5, '65.
1st Lt. "	Mar. 10, '63	Prom.
" Henry W. Adams.....	Dec. 26, '63	M. O. June 5, '65.
2d Lt. Thomas Sewell.....	Oct. 23, '62	Prom.
" James A. Wheaton....	Mar. 10, '63	Prom. Adj't.

Another organization raised in Chicago under the July call was the "Chicago Mercantile Battery," which was recruited under the patronage of the Chicago Mercantile Association. The enlistment rolls by vote of the association were opened to receive names August 5th, and within three days the ranks were filled, and fifty applicants for membership had to be refused. Charles G. Cooley was selected as its captain and the company being mustered in at Camp Douglas August 29th, it was ordered to the field November 8th, which it reached near Memphis November 11, 1862.

ROSTER OF CHICAGO MERCANTILE BATTERY.

NAME AND RANK.	DATE OF RANK OR ENLISTM'T	REMARKS.
Capt. Charles G. Cooley.....	Aug. 29, '62	Res. Feb. 4 '63.
" Patrick H. White.....	Feb. 24, '63	M. O. July 10, '65.
1st Lt. Frank C. Wilson.....	Aug. 29, '62	Res. Feb. 22, '63.
" James H. Swan.....	" 29, '62	" 6, '63.
" George Throop.....	Feb. 6, '63	Died of wounds Apr. 8, '64.
" Pinckney S. Cone.....	Feb. 22, '63	M. O. July 10, '65.
" Henry Roe.....	Apr. 8, '64	Prom. from 2d Lt. M. O. July 10, '65.
2d Lt. David R. Crego.	Aug. 29, '62	Res. Feb. 6, '63.
" Frederick B. Bickford	" 29, '62	" 22, '63.
" Joseph W. Barr.....	Feb. 6, '63	Killed in battle Apr. 8, '64.
" Florus D. Meacham . . .	Apr. 8, '64	M. O. July 10, '65.
" James C. Sinclair.....	" 8, '64	" 10, '65.

And this was the response of Chicago to the Nation's call in its hour of greatest peril. It was only equalled by other Illinois cities and towns, and was surpassed by no other State or city in the Union. Under these calls of July and August, the State of President Lincoln sent into the field six new regiments, armed and clothed, in August; twenty-two regiments, and Board of Trade battery, and Miller's battery, in September; thirteen regiments in October; fifteen regiments, the Springfield Light Artillery, and the Chicago Mercantile Battery, in November, and three regiments in December, making an aggregate of 53,819 officers and men. Besides this, 1,843 officers and soldiers were in camp, and 2,753 recruits had been enlisted for old regiments; making a grand total of 58,416 volunteers, or 6,119 more than the State's quota! With the troops raised under these calls, added to those already in the field, the enemy on the 4th of July, 1863, was driven back from Gettysburg, Vicksburg fell before the invincible Grant, and the backbone of the Rebellion was broken.

Under other calls the following regiments and companies, partially recruited from Chicago, were organized:

In September, 1863, special authority was granted by the War Department for the raising of the Seventeenth cavalry, and the work of recruiting and organizing the same was de-

volved upon Maj. John L. Beveridge, of the Eighth cavalry, who was appointed its Colonel. Eight companies were mustered in January 22, 1864, and four other companies February 12th, when the organization was completed. The regiment moved May 3, 1864, under orders for service in Missouri.*

The One Hundred and thirty-second infantry, one hundred days men, Col. Thomas J. Pickett, and also the One Hundred and Thirty-fourth infantry, Col. Waters W. McChesney, also in the one hundred days' service, were organized at Camp Fry, near Chicago—and were partly composed of Chicago volunteers.

These troops were raised in May and June, 1864, at the suggestion of the governors of the Western States, for the purpose of relieving veteran soldiers from guard duty at forts and arsenals, with the view of sending them into the field.

The One Hundred and Thirty-Second regiment performed garrison duty at Paducah, and the One Hundred and Thirty-Fourth at Columbus, Ky. They were mustered out in October, 1864.

Notwithstanding the success of the Union armies under Grant and Sherman, Lee was still unconquered in Virginia, and the Confederates bravely contested every inch of ground from Kenesaw to Alabama. Still

* The Chicago officers in this regiment were Col. John L. Beveridge, promoted Bt. Brig.-General, mustered out February 7, 1865; Lt.-Cols. Dennis J. Hynes (resigned October, 1865), Hiram Hilliard, M. O., December 16, 1865, afterward State Adjutant-General; Adjutant John A. Hynes and Quartermaster Philo P. Hudson.

Company A had four captains from Chicago, viz: Hiram Hilliard, promoted, Frances Beaufort (died May 6, 1864), Francis LeClair (Resigned June 12, 1865), and Scott W. Harrington (M. O. Dec. 16, 1865). The three last were promoted from First Lieutenants. Lyman S. Rowell was a Second, promoted to First Lieutenant.

Samuel H. B. Reynolds was Captain of Company B, and Jonas L. Buck and Cyrus Smith, First Lieutenants; and Calvin H. Shapley and Douglas W. Scott, Second Lieutenants.

Edward P. Grosvenor was Captain of Company K (promoted from First Lieutenant), and Robert Sonders, Second, promoted to First Lieutenant.

Robert G. Dyhrenfurth was Captain of Company I (promoted from First Lieutenant) and James H. Clark, First Lieutenant, promoted from second of said company. Edward G. Wheeler was a Second Lieutenant in Company M.

more troops were demanded and another call was made by the government July 18, 1864, for 500,000 men. The quota of Illinois was stated to be 16,082, of which number Cook county was ordered to raise 4,250. These figures were based upon erroneous estimates, and after the lists were corrected and all proper credits given, the quota of the county had been reduced to 1,818.

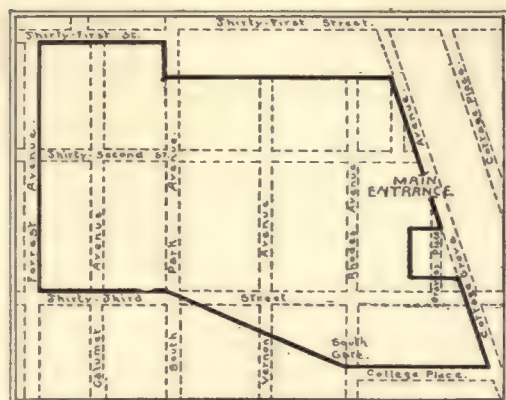
On September 5th the Board of Supervisors authorized the issue of county scrip, to the amount of \$300,000, for the purpose of providing a bounty of \$300 each for recruits from Cook county.

Volunteering was now brisk for a few weeks, resulting in the enlistment of 1,550 recruits, and when the draft was ordered, September 26th, but few were required to fill the quota. These were obtained and the district declared free from the draft October 22, 1864.

The last call for troops, December 19, 1864, for 300,000 men, required from the State 32,902 men—the share of Chicago, as alleged, being 5,200, which was claimed to largely in excess of the correct number, and efforts were made to again revise the lists. Under the very liberal provisions of the Board of Supervisors, which voted a bounty of \$400 to each recruit, with a view to avoiding another draft, volunteering became quite vigorous, and a large number of men were enrolled. The fall of Petersburg, followed by that of Richmond, April 2, 1865, caused the suspension of all draft proceedings, and soon after came the welcome news that no more troops would be required. The sum total of the quotas of Cook county was 24,069, and the number of men furnished, 22,436, leaving only the small deficit, including all errors, of 1,633.

Camp Douglas, where nearly all the volunteers from Chicago were encamped and organized, and which was made the headquarters and rendezvous of the Northern Military district of Illinois by order of Governor Yates in September, 1861, was located by Adjutant-General Fuller on the

ground which had been formerly used for the "United States Fair," on Cottage Grove avenue, just north of the Chicago University, and between that and Thirty-first streets, Forest avenue being its western boundary. It contained a little over sixty acres, and was formerly owned by Senator Douglas, whose remains were entombed near by, and in whose honour it was named. The splendid monument overlooking Lake Michigan, perpetuating his memory, has been erected since.



Camp Douglas 1864-5.

Dotted lines show streets as now located.

The camp was enclosed by a fence twelve feet high, and contained officers' headquarters (80 by 40), company and prison barracks, with kitchens, post, prison, and small pox hospitals, three warehouses, necessary guard houses and post church. In the construction of these buildings a great deal of work was performed by prisoners. The cost of the buildings erected in 1864, and of those rebuilt, and other improvements that year amounted to \$375,000. The daily expenses of the camp, aside from the pay of the officers and soldiers, were \$8,540.

The history of the camp was as eventful as it is interesting. Col. Joseph H. Tucker, of Chicago, was its first commandant. He was succeeded by Col. Mulligan, who was ordered there with his brigade after the surrender of Lexington, to do garrison duty.

It was said to have been the largest and best equipped camp in the United States excepting Fortress Monroe. It was not at first intended as a military prison, but as a rendezvous, drilling place and for the organization of State troops, and by November 4, 222 Illinois volunteers were encamped. Over thirty-one regiments and batteries, numbering about 25,000 troops, were there enrolled and mustered into the United States service.

In February, 1862, the commandant was ordered to receive 4,459 prisoners of war—the first installment from Fort Donelson. This class of occupants, from first to last, numbered over 30,000, the largest number at any one time being 11,780, January 1st, 1865. It also contained at one time nearly 8,000 paroled federal prisoners.

After the departure of Col. Mulligan with his reorganized command for the field in June, 1862, Col. Tucker was again placed in general command, while Gen. Daniel Tyler was put in charge of the paroled federal prisoners. His administration was deemed harsh and burdensome, and it was during that time that several attempts were made to burn the barracks. He was succeeded by Col. Daniel Cameron, of the Sixty-fifth, himself a paroled prisoner. The camp was commanded for brief periods by Gen. Ammen and Captains Phillips and Turner until the winter of 1862-3, when Col. De Land, of the First Michigan infantry, took command, with his regiment as a garrison.

On December 23d, 1863, upon the removal of Col. Deland, Gen. Orme, post commandant, assumed personal supervision of the camp, the garrison then numbering about 1,800 men, the number of prisoners being 5,660. Gen. Orme was succeeded in command

Col. Benjamin J. Sweet, of the Eighth Veteran Reserve Corps, May 2, 1864.

The withdrawal from camp of the Michigan sharpshooters in the spring of 1864 reduced the garrison to about 1,000 men, who were required to guard over 6,000 prisoners, whose numbers were being daily

increased by captives from the commands of Hood and other rebel generals.

It was at this time that the plot was conceived by the rebel peace commissioners, Jacob Thompson, C. C. Clay and J. P. Holcombe, backed by the confederate government, as stated by Thompson in his letter of August 1, 1864, to Mason and Slidell, "to utilize the prejudices existing against the conduct of the war (by the federal government) for the advancement of the interests of the Confederate States;" and through the active co-operation of the Sons of Liberty, in Ohio, Indiana and Illinois, to take possession of the present organized governments of these three States and organize provisional governments for the purpose of establishing a Northwestern confederacy." The first part of the program was fully carried out in all three States by the holding of meetings similar to those held at Springfield and Peoria, in the summer of 1863, when speeches advocating peace at any price, and compromise with the secessionists in arms, were made to approving and even enthusiastic crowds.

One feature of the conspiracy was to make an attack on Chicago from the lake; another was to release the rebel prisoners at Camp Douglas, and in other camps in the State. To Capt. T. Harry Hines, late of Morgan's command, was committed the management and direction of the expedition against the camps, and to Capt. John B. Castleman, that of the marine forces.

Captain Hines made his headquarters at Chicago, where he distributed large sums of money, purchased arms, and conferred with leading southern sympathizers and refugees. Rebel literature was freely circulated, and armed resistance to the pending draft encouraged.

August 29, 1864, the day fixed for the meeting of the National Democratic Convention, was the time agreed upon for the execution of the plot. It was well selected, as large numbers of the Sons of Liberty

might be assembled without exciting undue attention. Up to this time, indeed, the outlook for a successful raid upon Camp Douglas was decidedly favorable. Over four thousand Knights of the Golden Circle, as they were formerly called, now Sons of Liberty, had responded to the captain's call. The prisoners at Chicago, augmented to nearly 8,000, were guarded by only 900 troops.

With the ranks of the conspirators swelled by these prisoners, a very considerable force could have been formed. Added to its numbers the rebel prisoners at Rock Island, estimated at 6,000, those at Springfield, numbering 7,554, and at Alton, some 5,000, and there would have been thrown into the State a formidable army, which there was no available force within her borders to oppose.

The co-operative confederates were on the ground at the time fixed upon; also, says Captain Hines, "many of the county officers of the secret organization on whom we relied for assistance—men well known in their localities." Everything was arranged for prompt action, and for the concentration and organization of the congregated "Sons of Liberty" and rebel refugees.

In the meantime, however, the conspirators had been unable to keep their plans entirely to themselves. Watchful citizens and Union officers noted the signs of preparation and communicated their fears to Gen. Sweet, who had, without delay, telegraphed for reinforcements, and a regiment of infantry (the One Hundred and Sixth Pennsylvania) with part of another regiment, and the Twenty-fourth Ohio battery, in all 1,200 men were sent to his relief. The guards were doubled, and details of troops placed at various points outside the camp in readiness to meet an attack. These timely arrangements, and the want of the necessary concert of action on the part of the conspirators, prevented the execution of their well-laid plans.

The causes, indeed, of the utter failure of the expedition are, perhaps, best told by

Captain Hines himself. In his account of the affair * it is stated:

"It soon developed that the men employed for gathering the members of the order (Sons of Liberty) had not faithfully performed their duty; and that the preparation for immediate and open hostility to the administration had destroyed the confidence or dissipated the courage of some of the men whose leadership was necessary. This criticism, however, cannot be applied to all, for many of these north-western men were men of nerve and purpose, who had considered well the whole subject, and were prepared to dare anything with the hope of successfully resisting further encroachment of the administration. From reports made at this meeting, it did not appear that the notice to move county organizations had been properly given, or that sufficient preparation had been made, and it was evident that even the men who had come to Chicago were not kept in hand so as to be promptly available in organization. It was shown that such counties as were represented had their force scattered generally over the city, intermingled with a vast number of strangers. Thus, while a large number of the order were present, they were not present in controllable shape, and were therefore not useful as a military body. * * * * The evening of August 29 came, but on the part of the timid, timidity became more apparent, and those who were resolute could not show the strength needed to give confident hope of success. The re-inforcements sent by the administration to strengthen the Chicago garrison had been vastly exaggerated and seven thousand men was the rumor brought to the Sons of Liberty. Care had been taken to keep informed as to what troops came to Camp Douglas, but the statement made by Hines and Castleman to the effect that only 3,000 were present did not counteract the effect produced by the rumor that the federal forces there numbered more than double that number."

"Inside the prison some organization had been effected. Information had been conveyed to prudent prisoners that aid from outside would come, and they were watchful for the attack without as a signal for resistance within. The small force even of the confederates present could have secured the release of the prisoners, because any

assault from the outside would have led to a simultaneous one on the part of the prisoners, and the escape of most of them would have been certain. Their control, however, was necessary for their protection, and this could not be secured except by such a force as would overwhelm the garrison and promptly organize the prisoners. * * * When, therefore, a count was taken of the number of the Sons of Liberty on whom we could rely it seemed worse than folly to attempt to use them. There was not enough to justify any movement that would commit the north-western people to open resistance, and not even enough for the release and control of the organization of the prisoners of Camp Douglas as the nucleus of an army which could give possible relief to the Confederacy."

Thus it appeared, from the captain's standpoint. But there were influences at work to prevent the outbreak which he had been endeavoring to effect that he does not take into the account, the most controlling of which was the emphatic stand taken by the war Democrats who were members of the convention. They, in their secret caucuses, could not fail to receive hints of the designs of the conspirators, which they at once denounced, declaring that if any war-like disturbance occurred it would ruin whatever prospect of success the Democratic party might have before the people. Imperative orders were accordingly issued that order must be preserved, and they were, however reluctantly, obeyed.

When Captain Hines found that his plans could not be carried out with regard to Camp Douglas he endeavored to organize an expedition out of the material which he had been handling to go to Rock Island and liberate the prisoners there; but here again he failed, for the reason, as he says, that "the responsibility of turning one's back on home and business seemed to impress many of these men (the southern sympathizers and Sons of Liberty) as more serious than the risk of the draft and the danger of further infringement on their personal liberties; and although the promise 'we think we certainly can' was given, the resolute assertion 'we will have the men and be there ourselves' was with-

* Southern Bivouac, II, 588.

held." That is, his disloyal *confreres*, while perfectly willing to accept his gold to assist in neighborhood raids, to rescue and hide deserters, to talk against the draft, to attend peace meetings when there was no danger, when it came to the point of actually taking up arms under command of the southern leaders, whose courage had been tested on many a well-fought field, and who had thus ventured under the very shadow of the gallows to lead them, they proved themselves to be worse than poltroons. The sight of a musket, to be used in open warfare, made them turn pale, and their pusillanimous hearts refused to take up arms.

Notwithstanding the utter failure of the proposed attack upon Camp Douglas, it was again determined to make the attempt November 8, 1864, the day of the presidential election.

The same preliminary arrangements were made as before. The confederates were on hand, and the most reckless of the Sons of Liberty. Not only interference with the election and the control of the ballot box, but the burning and flooding of Chicago were now made a part of the infamous scheme. To different parties were assigned separate tasks, some of them to set fires, others to open water plugs, others to attack banks and certain private residences. In the meantime, however, General Sweet was actively and vigilantly at work to thwart the conspirators. He had now only a force of 796 men to guard 8,352 prisoners. He strengthened his guards, and had detectives busily engaged, through whom he was thoroughly informed of every movement. Having carefully matured his plans, and fearing that longer delay would be perilous, on Sunday evening, November 6th, he caused to be arrested Colonel G. St. Leger Grenfell and J. T. Shanks, an escaped prisoner, at the Richmond House, Colonels Vincent Marmaduke, Brigadier-General Charles Walsh, Captain Cantrall, Chas. T. Daniels, and on the next day one hundred and six others. Judge Buckner S. Morris, one of the leading Sons of Liberty, was also

arrested at his house. In Walsh's house two cart loads of revolvers, loaded and capped, and two hundred muskets and a large quantity of ammunition were seized. And thus ignominiously ended the last attempt against Camp Douglas.

It may be well to state here that the prisoners above mentioned were tried before a military commission at Cincinnati, on the charges of conspiracy to release the prisoners at Camp Douglas, and to "lay waste and destroy the city of Chicago, Illinois," with the following result: Grenfell found guilty and sentenced to be shot. Walsh, Semmel and Daniels, guilty and sentenced to the penitentiary; Judge Morris and Marmaduke, not guilty, there being no overt acts proved against them. After the close of the war all the prisoners were pardoned, except Grenfell, who was sent to the Dry Tortugas for life.

By the beginning of August, 1865, all the prisoners in camp had been sent away that were able to be removed. Col. Sweet resigned as commandant about this time, and was succeeded by Captain Edmund R. P. Shurley, who held the position until October, when he was ordered to Detroit. The camp was now no longer needed for troops or prisoners, and Captain E. C. Phetteplace was placed in charge until the government property was disposed of the following month. The barracks and fences were pulled down and the lumber sold. The Soldier's Rest and the other buildings which the camp contained, numbering 158 in all, were disposed of to the highest bidder, and thenceforth Camp Douglas ceased to exist except in memory.

The troops from Chicago—officers and men—were not behind those of other portions of Illinois in the Union army, conspicuous as these were for the possession of courage and endurance, and every soldierly quality. Their record—a glorious one—is epitomized in the subjoined tables.

Tables showing the number of regiments composed in whole or part of Chicago troops, date of their muster, entire number enrolled, and when mustered out; the number of killed and who died of wounds, and of those who died from disease.

INFANTRY REGIMENTS.

NO. OF REGIMENT.	WHEN MUSTERED.	NO. ENROLLED.	KILLED & DIED OF WOUNDS.			DIED DIS'E, ACCIDENTS, IMPRST, ETC.			TOTAL DEATHS.	NO. AT MUSTER OUT.
			OFFICERS.	MEN.	TOTAL.	OFFICERS.	MEN.	TOTAL.		
12th	Aug. 1, '61	1412	5	143	148	3	109	112	260	547
13th	May 24, '61	1206	6	61	67	12	123	125	192	con
19th	June 17, '61	1255	4	60	64	4	101	105	169	350
23d	June 15, '61	1982	4	50	54	12	93	95	149	675
24th	July 8, '61	1191	3	86	89	12	82	84	173	con
37th	Sept. 18, '61	1496	4	60	64	1	168	169	233	323
39th	Aug. 10, '61	1608	12	129	141	12	130	132	253	440
42d	Sept. 17, '61	1784	13	108	121	5	201	206	387	222
51st	Dec. 24, '61	1474	9	106	115	1	134	135	250	279
57th	Dec. 26, '61	1467	3	65	68	4	108	112	120	627
58th	Dec. 31, '61	1615	8	75	83	4	211	215	298	225
65th	May 5, '62	1684	1	30	31	1	97	98	129	1181
67th	Jun. 13, '62	979	...	...	...	...	12	12	12	...
69th	June 14, '62	912	...	...	...	1	12	13	13	...
72d	Aug. 21, '62	1471	7	79	86	3	145	148	234	440
82d	Sept. 26, '62	978	4	98	102	5	60	60	163	339
84th	Aug. 27, '62	922	5	98	103	4	84	88	191	334
89th	Aug. 27, '62	1377	12	121	133	1	172	173	306	379
90th	Sept. 7, '62	957	12	58	60	1	87	88	148	318
113th	Oct. 4, '62	1258	1	25	26	4	273	277	303	365
127th	Sept. 5, '62	957	12	47	49	1	168	169	218	356
132d	June 1, '64	853	...	...	...	...	12	12	12	...
134th	May 31, '64	878	...	...	...	1	20	21	21	...

CAVALRY REGIMENTS.

NO. OF REGIMENT.	WHEN MUSTERED.	NO. ENROLLED.	KILLED & DIED OF WOUNDS.			DIED DIS'E, ACCIDENTS, IMPRST, ETC.			TOTAL DEATHS.	NO. AT MUSTER OUT.
			OFFICERS.	MEN.	TOTAL.	OFFICERS.	MEN.	TOTAL.		
4th	Sept. 30, '61	1656	1	31	32	1	166	167	199	con
8th	Sept. 18, '61	2412	7	68	75	1	174	175	250	1035
9th	Oct. 26, '61	2619	1	45	46	1	241	247	293	956
12th	Feb. '62	2174	...	38	38	4	192	196	234	395
13th	Feb. 20, '62	1759	21	21	42	4	360	364	385	532
16th	Jan. & Ap. '63	1462	3	21	24	1	228	229	262	513
17th	Jan. 28, '64	1247	...	7	7	1	86	87	94	732

LIGHT ARTILLERY.

DESIGNATION.	DATE OF MUSTER.	ENROLLMENT.	KILLED & DIED OF WOUNDS.			DIED DIS'E. ACCIDENTS, IMPRST. ETC.			TOTAL.
			OFFICERS.	MEN.	TOTAL.	OFFICERS.	MEN.	TOTAL.	
1st Reg.									
A. Willard's	July 16, '61	212	....	15	15	....	23	23	37
B. Taylor's..	"	218	....	9	9	1	17	18	27
E. Waterbo's	Dec. 19, '61	307	....	5	5	....	25	25	30
I. Bouton's..	Feb. 10, '62	277	....	1	1	....	13	13	14
Knewl'Cin's	Jan. 9, '62	182	....	....	....	1	11	12	12
M. Miller's..	Aug. 12, '63	376	....	4	4	....	10	10	14
2d Reg.									
L. Bolton's..	Feb. 28, '62	320	..	4	4	2	32	34	38
M. Phillip's	June 6, '62	359	...	5	5	....	16	16	21
Ind. Bats.									
C.B. of T. St's	July 31, '62	279	....	10	10	....	9	9	19
C. Mer'e. Co'y	Aug. 29, '62	286	....	5	5	....	11	11	18
Bridges.....	July 31, '61	322	2 2	7	7	....	20	20	29

*Five companies.

While it is not within the scope of the present work to enter into a detailed account of the engagements in which the several Chicago regiments and independent companies distinguished themselves, justice to the gallant conduct of the living, no less than to the memory of the heroic dead, demands that something more should be said of their military record than is contained in a merely statistical reference.

No account of the heroic service of Illinois troops in the war of the rebellion would be complete without mention being made of the Ninth infantry, six companies of which were raised in St. Clair county, three in Madison, and one in Montgomery. It was commanded principally by Colonel August Mersy and Lieutenant-Colonel Jesse J. Phillips. This regiment lost more men killed in action than any other Illinois regiment. At Shiloh, out of 578 men and officers engaged, sixty-one were killed, three hundred wounded and five taken prisoners, three of whom were also wounded. This was the heaviest loss in killed and wounded sustained in that battle by any regiment engaged, and exceeded that of any single regiment on the Union side in any battle during the entire war. Such, indeed, was its splendid record that without undue praise it is entitled to the designation, so dearly won, of being the "bravest of the brave."

The record of the gallant Twelfth, in which were two companies from Chicago, was scarcely less glorious than that of the Ninth. It was at first in the same brigade and participated with it in the battles of Fort Donelson, Shiloh and Corinth. At Fort Donelson, under the command of Lieutenant-Colonel Chetlain, with 612 men engaged, it lost nineteen killed, among whom was Capt. T. Hale, sixty-two wounded, and eight missing. At Shiloh it had 329 effectives present; of whom twenty-two, including Capt. F. B. Ferris and Lieut. Wright Seaman, were killed; seventy-six, including Captain Duncan and Wm. E. Waite, wounded, and three missing. At Corinth only six com-

panies, with twelve officers and 262 men, were engaged, and the losses were fifteen killed, including Captain Guy C. Ward, seventy-nine wounded and fifteen missing—an aggregate loss of forty per cent. In January, 1864, 335 of the men re-enlisted, and in May the regiment started on the Atlanta campaign, in which it engaged with its accustomed courage; and after the fall of that city marched with Sherman to the sea. In addition to those already mentioned it took part in the following battles, and met with the losses in killed and mortally wounded set opposite each:

Sage's Ferry, Ga.	3	Siege of Atlanta.	11
Rome Cross Roads, Ga. .	3	Jonesboro, Ga.	1
Kenesaw, Ga.	1	Altoona Pass.	17
Atlanta, July 22.	16	Sherman's march. . .	4
Ezra Chapel.	4		

The Thirteenth regiment joined General Curtis's army at Pea Ridge. It subsequently became a part of Gen. Sherman's command, and met with its heaviest loss in the attack upon Chickasaw Bayou, where fell its colonel, the brave John B. Wyman, and with him were lost twenty-seven killed, 107 wounded and thirty-nine missing. The regiment rendered conspicuous service also at the battle of Missionary Ridge, where Major Douglas Bushnell, with four others were killed, and fifty-eight were wounded. General Hooker, in his report, calls it "the brave regiment", and says that it maintained its position "with resolution and obstinacy." It was also hotly engaged at Ringgold, where it sustained a loss of four killed, fifty-eight wounded and one missing.

The Nineteenth regiment was at first under Col. John B. Turchin, afterwards brigadier-general, in various expeditions in Missouri, Kentucky and Tennessee, scouting, guarding railroads, engaging the enemy, and doing good service. Its first regular battle was that of Stone's River, where its brave commander, Col. Joseph R. Scott (who had succeeded Turchin) was mortally wounded. It lost in this bloody engagement, including Capt. Knowlton F. Chandler, fourteen killed, eighty-three wounded, and

eleven missing. Among the wounded were Captains Murchison and Garriott, and Lieutenants Hunter and Bell. At the stubborn conflict of Chickamauga the Nineteenth was in the thickest of the fight, and sustained a loss of ten killed, forty-five wounded and sixteen missing. It also lost two killed and twenty-four wounded at Missionary Ridge. It participated in the Atlanta campaign, with Lieut.-Col. Alexander W. Raffin in command, until June 8, 1864, when it returned to Chicago and was mustered out July 9th.

General Stanley said of this regiment, in a communication to Governor Yates: "It has done its whole duty—has borne its share of danger and toil and come off the field with honor."

The Twenty-third regiment, having left Chicago for Missouri in June, 1861, was ordered by General Fremont, August 31st, to re-inforce Lexington, a point regarded of considerable importance, at that time held by a force of several hundred Union home guards, a portion of the Thirteenth Missouri infantry and 600 of the First Illinois cavalry. Colonel Mulligan arrived at Lexington and took command September 10th. The place was attacked by General Price, in command of a force of Missouri home guards and other Confederate troops, numbering over 20,000, on the 12th. Though frequently repulsed with considerable loss, the Confederates maintained a siege until the 20th, when, the supply of water having been cut off and provisions for the troops being nearly exhausted, all hope of being re-inforced having been lost, the colonel felt compelled, after consulting with his officers, to surrender. The regiment sustained a loss of twenty-four killed and eighty-one wounded. The officers and men were paroled, and on October 8th were mustered out of the service; but upon application of Colonel Mulligan to the war department the organization of the regiment was retained, and, after being exchanged, it was restored to the service, and recruited to the maximum number of officers and men. It remained at Camp

Douglas, acting as a guard, until June 14, 1862, when it was ordered to Annapolis, and thenceforth employed with the Army of the Potomac, where it performed faithful and arduous service, having re-enlisted as veterans at New Creek, Va. In April, 1864, the regiment was sent to Chicago for re-organization. Returning to Virginia in July, it participated in the following engagements: Lee Town, Maryland Heights, Snicker's Gap and Kernstown, where the gallant Colonel Mulligan lost his life, and with him fell also nearly half his command.

After the consolidation of the regiment into five companies, August 29th, the battalion was employed in the campaign of the Shenandoah Valley under General Sheridan. In December it was transferred to the Army of the James, and during January, 1865, was in front of Richmond. It was in all of the spring engagements, up to the surrender of Lee at Appomattox, April 9, 1865. It was mustered out July 9, 1865.

The Twenty-fourth regiment saw its first service also in Missouri, whence it was ordered to Kentucky Sept. 29, 1861, and thence into Tennessee and Alabama. Returning to Kentucky in October, it participated in its first regular battle, that of Perryville, under command of Captain August Mauff, in which it greatly distinguished itself. Its losses were severe, there being 28 killed, including Capt. Fred Hartman, 79 wounded, including Capt. A. Steffens, and Lieutenant Peter Hand, and 7 missing. It was present at Stone's River, but being with others held in reserve, its list of casualties was small. At Chickamauga, however, it was in the front of the fight. Col. Mihalotzy being wounded, the command devolved upon Major George A. Guenther who was also wounded. The losses were 19 killed, 76 wounded, and 56 missing. Col. Starkweather, commanding a brigade, said to Gen. Baird, commanding the division, "The boys of the 24th are bully boys. They saved my battery this morning; I'll never forget it!" Col. Mihalotzy was shot in front of Buzzard's Roost Gap February 24,

1864, and died of his wounds March 11th. The regiment entered upon the Atlanta campaign and participated in the battles of Resaca and Kenesaw. The term of service of nearly all the men having expired, it was returned to Chicago, where it was mustered out in August, 1864. The few whose term of service had not expired were formed into a company, commanded by Lieutenant Frederick Zeigler, and remained in the service until August 1, 1865.

The Thirty-seventh regiment was also first sent to Missouri, in September, 1861. In February, 1862, it became a part of the army of the frontier, commanded by General Curtis, and on the 6th, 7th and 8th of March, engaged in the hard fought battle of Pea Ridge. Col. Julius White having been placed in command of a brigade which he so well handled as to earn the appointment of brigadier-general, the regiment was commanded by Col. Myron S. Barnes. Its loss, greater than any other Illinois regiment on that occasion, was severe; 20 having been killed, 121 wounded, and three missing.

During the summer of 1862 the regiment was employed in outpost duty and in guarding the frontier, in which capacity, by its rapid and frequent marches, it gained the sobriquet, of "the Illinois Greyhounds."

On December 7th, under command of Lieut.-Col. John C. Black, it participated in the hotly contested battle of Prairie Grove, and by its valor aided in gaining a signal victory. The loss was 78 killed and wounded out of 350 engaged.

Having helped to "clean out" the enemy in the southwest, the regiment was ordered to Vicksburg, where it played an important part in the siege of that stronghold until its surrender.

In February, 1864, the regiment re-enlisted for three years and was remustered February 28th. From this time until the close of the war, it was employed in Mississippi, Louisiana, Alabama and Texas; its last engagement being the assault upon Fort Blakeley, Ala., April 9, 1865. It was

not finally mustered out of the service until May 15, 1866.

The Thirty-ninth regiment first saw service in West Virginia in the fall of 1861. It next served in the Shenandoah Valley under Shields, and was ordered to the Peninsula in June, 1862. It spent most of the year 1863 at Hilton Head and Charleston harbor, where it was engaged in the siege-operations against Morris Island. Having re-enlisted at Hilton Head, it returned in March, 1864, from its veteran furlough, 750 strong, and was assigned to the tenth corps, in which it fought during the ensuing campaign against Richmond. In the fighting around Drewry's Bluff, May 16th, to use the language of Gen. Butler, "the Thirty-ninth fought most gallantly and suffered most severely," its loss being 14 killed, 110 wounded and 49 missing; Col. Osborn, Maj. Linton, Capts. Phillips and Wheeler, and Lieuts. Kidder and King being all wounded, the later losing an arm. Capt. James Wrightman and Adj. J. D. Walker were killed while gallantly cheering on the men. On May 20th, at Weir Bottom Church, it lost 40 killed and wounded, among the latter Col. O. L. Mann severely. The regiment encountered more hard fighting at Deep Bottom August 16, 1864, where it captured an earthwork, losing in the engagement 20 killed, 76 wounded and 7 missing. Here fell Capt. Williams and Lieut. Frane; Lieut. Lemons was mortally wounded, and Capt. Baker and Lieut. Warner seriously. In the engagement at Danbytown Road, Oct. 13, out of 250 men, who went into the fight, only 190 came out—the balance being either killed or wounded. Lieut. Wilder was among those who fell. Lieut. Davis was mortally wounded, and Capt. George Heritage, commanding the regiment, severely. During the winter of 1864-5 the Thirty-ninth lay behind the works on the north side of the James, and had frequent skirmishes with the enemy. In the victorious assault upon Fort Grigg, at the fall of Petersburg, the gallantry of the regiment was especially acknowledged by Maj.-Gen. John Gibbon, the corps com-

mander. In that desperate onslaught, out of 150 engaged, 16 were killed and 45 wounded.

The regiment was present at the final scene at Appomattox Court House, where it remained some time acting as a guard over the camps and baggage of the conquered army. It was mustered out in December, 1865. It is claimed for this regiment, that it lost more men in killed and wounded than any other from the State.

The Forty-second regiment, leaving its first camp September 21, 1861, served in Missouri until April, 1862, when it was ordered to Corinth, and received its first baptism of fire at Farmington on May 9th, losing two killed, twelve wounded and three missing. Continuing with the Army of the Cumberland, it participated in that memorable contest of Stone's River, where its losses were among the heaviest, the corrected list showing nineteen killed, ninety-six wounded and forty-six missing. The heroic Colonel Roberts was among the slain. It was again in the front of battle, commanded by Col. Nathan H. Walworth, on Chickamauga's bloody field, where its losses amounted to fifteen killed, one hundred and twenty-three wounded and five missing. It was also engaged at Missionary Ridge, losing five killed and forty wounded.

January 1, 1864, the regiment re-enlisted as veteran volunteers, and entered upon the Atlanta campaign May 3d. Maj. D. W. Norton lost his life at New Hope Church June 3d.

After the fall of Atlanta, the Forty-second was attached to the army under Schofield, and sent to support Thomas at Nashville. At the sanguinary battles of Spring Hill and Franklin, its losses were twenty-four killed, ninety-five wounded and thirty missing. At Nashville it lost two killed and eleven wounded. It accompanied the Fourth corps to Texas in June, 1865, and was mustered out December 20th, with a glorious record, of which Napoleon's Old Guard, who were ready "to die but never to surrender," might well have been proud.

The Fifty-first regiment was first employed in the expedition against New Madrid in March, 1862. It was then ordered to Corinth, and was under fire at the battle of Farmington. At Stone's River its colors were in the front of the fight, its casualty list amounting to seven killed, forty-one wounded and nine missing. Colonel Bradley being assigned to lead a brigade, the command of the regiment devolved upon Maj. Charles W. Davis, who, being wounded and carried from the field, was succeeded by Capt. H. F. Westcott. At Chickamauga, under Lieutenant-Colonel S. B. Raymond, it suffered still more severely, the killed numbering eighteen, the wounded ninety-two and the missing eighteen. Among the killed were Lieutenants Albert C. Simons and Henry A. Buck. It was again closely engaged at Missionary Ridge, Lieutenant-Colonel Charles W. Davis being in command, who, upon being again wounded, was succeeded by Capt. Albert M. Tilton. The casualties were two killed and thirteen wounded, Captain George L. Bellows being among the former.

The regiment was mustered as veterans February 10, 1864, and entered upon the Atlanta campaign May 3d, during which it lost one hundred and twelve officers and men either killed or wounded. At Kenesaw it was especially distinguished, having been the leading assaulting regiment in Bradley's brigade. Here the gallant Adjutant Hall fell, pierced with eleven bullets. After the fall of Atlanta the regiment became a part of General Schofield's army. At Spring Hill General Bradley, Capt. George I. Waterman and twelve others were wounded, and at Franklin it was heavily engaged. The losses here were eleven killed, forty-five wounded and ninety-eight missing. Lieutenant Calvin H. Thomas was among those who fell; Captain Tilton and Lieutenants Johnson and Hills in the list of wounded. The regiment was also engaged in the battle of Nashville, but its losses there were only one killed and five wounded. Its last service

was in Texas, where, under command of Lieut-Col James S. Boyd, it was mustered out September 25, 1865.

The Fifty-seventh regiment, leaving Camp Douglas, February 8, 1862, hurried to the front, and reached Fort Donelson in time to be present at that battle, but was not seriously engaged, losing only one man killed. At Shiloh it lost heavily, although it was not brought directly under fire until late in the afternoon. In one brief hour its casualties amounted to twenty-five killed, 110 wounded and three missing. Among the killed were Maj. Norman B. Page, Capt. R. D. Adams, and Lieut. Theodore M. Daggett, and among the wounded were Captains John Phillips, A. H. Manzer, Wm. S. Swan, F. A. Battey and Lieutenants B. D. Salter, J. W. Harris, Fred. Busse and Wm. S. Hendricks.

The regiment was also hotly engaged at the battle of Corinth, where it lost seven killed, forty-four wounded and twenty-three missing.

January 17, 1864, the regiment, excepting company C, and a few men from other companies, re-enlisted. Having recruited nearly 250 men, raising its number to nearly 500, it returned to the field in March under command of Lieutenant-Colonel Hurlbut, and entered upon the Atlanta campaign.

The regiment also followed Sherman in his march to the Georgian coast. Moving north from Savannah it was engaged at Bentonville, and after the collapse of the Confederacy, being then commanded by Lieut.-Col. Frederick A. Battey, it was mustered out at Chicago in July.

The Fifty-eighth regiment, like the Twelfth and Fifty-seventh, was first brought under fire at Fort Donelson, where it sustained a loss of five killed and twelve wounded. At Shiloh the regiment was in the fight from 8:30 A. M. until 4:30 P. M., when being surrounded by the enemy, orders were given to the men to cut their way out, but only a sufficient number to form three companies succeeded in so doing, the remainder of the regiment, 223 in number, including the

colonel and lieutenant-colonel, major and adjutant, were captured. The loss in killed was twenty, and in wounded forty-seven. Under Capt. R. W. Healy, the detachment of the Fifty-eighth not captured participated in the siege of Corinth and in the battle of that name, where it lost two killed, eleven wounded and six missing.

The regiment was ordered to Camp Butler in December, 1862, where it remained, Colonel Lynch being in command of the post, recruiting until June, 1863, when it was again ordered to the front. January 1, 1864, the regiment concentrated at Cairo and re-enlisted as veterans. In March it embarked with the forces of General Banks on the Red River expedition. In the assault upon Fort DeRussey the colors of the Fifty-eighth were the first planted on the works. On the day following the defeat of our forces at Pleasant Hill, the Confederates, flushed with victory, made another attack on our lines. The Fifty-eighth, occupying the extreme left, charged the enemy in flank most gallantly, took four hundred prisoners and recaptured a battery belonging to the first U.S. artillery. Captain John Tobin, while fearlessly leading his men in this brilliant charge, was shot through the heart.

The regiment then returned to Vicksburg. On the 10th of June the veterans returned to Illinois on furlough, the non-veterans being sent to Tupelo and afterwards participating in the campaign against Forrest's cavalry. In the battle of Ezra Chapel it again lost heavily, the killed numbering 29, the wounded 67 and the missing 5. The united regiment joined the forces of General Smith on the Oxford road. It was then ordered again to Missouri to aid in repelling the invasion of General Price.

Returning to St. Louis it was ordered to Nashville, where it participated in the battle of December 15 and 16. On January 7, 1865, the veterans and recruits were consolidated into a battalion of four companies, under the command of Maj. R. W. Healy. In February it joined General Canby's forces at New

Orleans. It participated in the assault on Fort Blakely, and was subsequently ordered to Montgomery, Ala., where it remained, doing garrison duty, until mustered out, April 1, 1866, Col. Robert W. Healy being then in command.

The Fifty-ninth was one of the most closely engaged at the battle of Perryville, Maj. J. C. Winters commanding, losing 25 killed, 59 wounded and 29 missing, a total of 113, out of 361 men entering the fight. It also lost heavily at Stone's River—7 killed, 43 wounded and 30 missing. It was in the Tullahoma campaign, and was engaged at Missionary Ridge. It was also conspicuously employed in the Atlanta campaign. It was present at Franklin and at the battle of Nashville; was in the first line of the assaulting column and planted the first colors on the enemy's works. It lost here 8 killed, 83 wounded and 5 missing—one-third of its number. It was mustered out December 8, 1865, Lieutenant-Colonel Clayton Hale being in command.

The Sixty-fifth, or Scotch regiment, left Chicago for Martinsburg, Va., and, with other troops under command of Colonel Miles, was ordered to Harper's Ferry, upon the surrender of which post the regiment was captured. It was paroled and sent to Camp Douglas, where it remained until April, 1863, when it was exchanged, and all except two companies were ordered to join the army in Kentucky. It served in the campaigns in East Tennessee, taking part in the battles of November 25th and 29th in the defense of Knoxville. The regiment re-enlisted as veterans in March, 1864, and joined General Sherman's victorious army in Georgia, where it distinguished itself in the series of engagements which there occurred, especially in that of Ezra Church. In October it was ordered to join the army in pursuit of Hood, and on November 25th and 26th was severely engaged at Columbia, losing 3 officers and 50 men killed and wounded. It was also under fire at Franklin, and subsequently in the two days battle of Nashville. In January, 1865, it was ordered to Annapolis,

whence it embarked for Wilmington, N. C. After the fall of Wilmington it was ordered to Raleigh, where it remained until the surrender of Johnson's army. The regiment was mustered out, Colonel William S. Stuart in command, and started home July 13, 1865.

The Seventy-second regiment was first ordered to Paducah, Ky. In November it joined the corps of General McPherson in the Mississippi campaign, and returning to Memphis in January, 1862, made a successful expedition against a band of guerrillas at Horn Lake Creek. The regiment constituted a part of Grant's army in the campaign against Vicksburg, and was engaged with the attacking force in the terrible assault against the enemy's works, May 22d, sustaining a loss of twenty killed, seventy-one wounded and five missing. Here Lieutenant-Col. Joseph C. Wright fell mortally wounded, and Lieutenant H. C. Mowry and private James A. Bingham, both of Chicago, were among the killed. Captain John Reid and Lieutenants D. W. Whittle and G. C. Logan were among the seriously wounded.

July 12th the regiment was ordered to Natchez and took possession, capturing a large number of prisoners, artillery, stores, and 5,000 head of cattle. It remained on guard duty there and at Vicksburg until October 30, 1864, when it was ordered to the front, joining Schofield's command at Columbia. The regiment was in the Spring Hill fight, and bore its full share in the sanguinary battle of Franklin, where it lost fifteen killed, ninety-seven wounded and thirty-eight missing. Among the severely wounded were Lieutenant-Colonel Stockton and Major William James, the command devolving upon Captain James A. Sexton.

February 9th, the Seventy-second started for New Orleans, and was employed in the Department of the Gulf, assisting in the attack upon the Spanish fort, March 27th, and upon Fort Blakely. Thence it moved to Montgomery, Alabama, where it remained until July 19th, when it started homeward and was mustered out at Vicksburg, Aug. 6, 1865.

The Eighty-second regiment served chiefly in the east, having left Camp Butler for the Army of the Potomac November 3, 1862. The regiment was engaged in the battle of Chancellorsville May 2d, and was among those which sustained the greatest loss; the number of killed being twenty-nine, wounded eighty-eight, and missing thirty-eight. Col. Hecker was among the wounded, and fell from his horse; Major Rolshausen, in going to his aid, was also wounded, when the command devolved upon Captain Jacob Lasalle.

The regiment was slightly engaged May 4th, and then returned to Camp Stafford, where it remained until it moved with its corps upon the campaign of Gettysburg. At that memorable battle the regiment, commanded by Lieutenant-Colonel Salomon, was especially complimented by General Schurz for its bravery and efficiency. Its losses were four killed, nineteen wounded and eighty-nine missing.

At the close of the campaign in pursuit of Lee, the regiment was ordered to the Department of the Tennessee, where it was present at the battle of Missionary Ridge, though not heavily engaged. It went into camp in Look-out Valley January, 1864, and thence entered upon the Atlanta campaign in May, in which it was distinguished for honorable and brave service, losing in the attack by the rebels at New Hope Church, eleven killed and sixty nine wounded, out of 245 engaged. It also lost heavily at Kennesaw and Peach Tree Creek.

The Eighty-second accompanied Gen. Sherman in his celebrated march to Savannah, and then up through the Carolinas; it was engaged in the battles of Averysboro and Bentonville, where its losses were 25 in killed and wounded. After the surrender of Johnson, the regiment marched to Washington, where it was mustered out June 9th, Col. E. S. Salomon in command.

The Eighty-eighth regiment had its first service in Kentucky, where it seriously encountered the enemy at Perryville, its loss

being 8 killed and 36 wounded. Following in the advance upon Murfreesboro, it was still more closely and severely engaged in the battle at Stone's River, Dec. 31, 1862, where its casualty list assumed the large proportions of 14 killed, 50 wounded and 48 missing. Capt. George W. Smith was severely wounded and taken prisoner, but escaped and reached the Union lines four days thereafter. Among the wounded were also Lieutenants Horace McDonald and Dean R. Chester of Chicago. Maj. Geo. W. Chandler was also wounded, but remained on the field, leading his men. The Eighty-eighth remained at Murfreesboro, until June 24th, when the brigade to which it was attached moved forward in the Chattanooga campaign. At Chickamauga, Lt.-Col. A. S. Chadbourne commanding, out of 300 engaged, it lost the large percentage of 12 killed, 52 wounded and 14 missing. Col. Chadbourne, though severely wounded, remained on the field; Capt. J. W. Chickering, Geo. H. Sheridan, and Lieutenants McMurtry, Lawrence, Griffin, Bingham and Rae were also among the wounded.

At Missionary Ridge, under command of Lt.-Col. Geo. W. Chandler, the regiment formed part of the assaulting column, and was among the first to plant its colors upon the enemy's works. It lost here five killed and forty-six wounded. Among those who fell were Lieutenants Henry L. Bingham and Charles H. Lane, both of Chicago. Captain George W. Smith, acting field officer, was again severely wounded, and Lieutenant Chester, commanding Company G, was shot through the leg. Lieutenants Titsworth, Lawrence and Cole were also among the wounded.

The regiment remained in Tennessee until May, when it joined the advance in the campaign against Atlanta, participating bravely and efficiently in nearly all the engagements which occurred between Resaca and the objective point. At Kenesaw fell the gallant Lt.-Col. Chandler, after which the command of the regiment devolved upon Major George W. Smith.

In September, the regiment was ordered to Chattanooga, thence engaging in the campaign against Hood. It was present at the preliminary contests of Columbia and Spring Hill, and when the real struggle came off at Franklin, it was in the thickest of the fight, led by Lt.-Col. Smith, who had his horse shot under him at the head of his charging column. The regiment was highly complimented for its conspicuous gallantry on this occasion by Generals Thomas, Wood, and Wagner, and especially its commander, Col. Smith, promoted from Major. It was officially reported that to his "special gallantry and exertions more than to those of any other man, Col. Opdycke alone excepted, was due the repulse of the rebel column." December 15th, 16th, 1864, the regiment was engaged in the battle of Nashville, escaping with small loss, after which it joined in the pursuit of Hood. It returned to Nashville in May, and was mustered out in June, with a record for bravery and endurance unsurpassed.

The Eighty-ninth regiment left for the front with the Eighty-eighth and they generally served together during the war with equal intrepidity. At Stone's River, its loss was ten killed, forty-six wounded and ninety-four captured. After this battle, Col. Christopher, who had never joined the regiment, resigned, and Col. Hotchkiss was appointed in his place. Major Duncan J. Hall was promoted to the lieutenant-colonelcy and Capt. Wm. D. Williams to the majority of the regiment. At Liberty Gap, it lost three killed and ten wounded. Capt. Herbert Blake here fell mortally wounded.

At Chickamauga its losses were heavy—fourteen killed, eighty-eight wounded and thirty missing. Among those who here fought their last battle were Lieutenant-Colonel Duncan J. Hall, Captains William H. Rice, John W. Spink and Thomas Whiting. Lieutenant Amory P. Ellis was mortally wounded, and Adjutant Bishop, Capt. Farquhar and Lieutenants Warren and Darcy, seriously.

At Missionary Ridge the regiment lost four killed, including Capt. Henry L. Rowell and Lieutenant E. D. Young, besides thirty wounded.

While on the Atlanta campaign, Willich's Brigade, of which the Eighty-ninth formed a part, took the lead in the bloody assault at Pickett's Mills, May 27th, in which the regiment sustained the severe loss of twenty-four killed, 102 wounded and twenty-eight missing. Capt. Wm. Harkness and Lieutenant Nathaniel Street were among the slain.

In the campaign against Hood, the regiment was engaged in the battles of Franklin and Nashville, where, in the latter especially, its losses, thirty-nine killed and wounded, were unusually severe in proportion to the number engaged. Among the killed were Lieutenant P. G. Taite, and among the wounded, Major Bruce H. Kidder and Lieutenant E. P. Walker.

The regiment was mustered out with Col. C. T. Hotchkiss in command, at Nashville June 10, 1865.

The Ninetieth regiment was first ordered to Lagrange, Tenn., and at Coldwater, Miss. It was engaged for the first time in repelling an attack by Van Dorn. In May it was ordered to Vicksburg, where it took part in the siege operations against that city. After the surrender of that point it was employed in the Jackson campaign. In September it was ordered to Chattanooga, and at the battle of Missionary Ridge it bore a conspicuous part, meeting with heavier losses than any other Illinois regiment; the numbers being ten killed, ninety-four wounded and thirteen missing. Among the killed were its gallant colonel, O'Meara, and Lieutenant James Conway. Lieutenant-Colonel Stuart and Major Patrick Flynn were both seriously wounded, as were also Captains Murphy, O'Conner and Cunningham.

In the campaign against Atlanta it rendered brave and efficient service. At Resaca it lost nineteen killed, wounded and missing; and at Ezra Chapel twenty-two. In Sherman's

march to the sea, the Ninetieth was included in Hazen's division, and in the attack on Fort McAllister it lost three killed and fourteen wounded. At Bentonville, in pursuit of Joseph Johnson, it fired its last hostile shot, and was mustered out, Col. Owen Stuart commanding, at Washington, June 10, 1865.

The first service of the One Hundred and Thirteenth infantry was in the "Tallahatchie expedition" in November, 1862. In December it was ordered to Vicksburg, and was present at the battle of Chickasaw Bayou, but being held in reserve, met with but slight loss. In the battle of Arkansas Post, however, it was hotly engaged and suffered a loss of five killed and twenty-two wounded. After the engagement, companies C, D, F, I and K were detailed to guard prisoners to Camp Butler, where they remained until March, 1864. The remaining companies moved to Young's Point, Colonel Hoge being appointed provost marshal of the Fifteenth army corps.

The battalion participated in the successful expedition up Black's Bayou to relieve Admiral Porter, and was then ordered to the rear of Vicksburg. It was engaged in the assault of July 19th, Colonel Hoge being severely wounded; and also in that of the 22d, where it lost heavily—two color-bearers being killed and two wounded—one mortally. After the fall of Vicksburg the battalion, composed of companies A, B, E and G, were ordered to Corinth, where Colonel Hoge was placed in command of the post.

The regiment came together at Memphis in March, 1864, soon after which it was engaged in the fruitless expedition against Forrest. At Brice's Cross Roads, June 10th, the command, with others, met with a severe repulse, as also at Ripley on the 11th, losing in the two actions five officers and 135 men, killed, wounded and missing. Lieutenant James J. Conway was among the fallen.

On March 23d, Colonel Hoge was appointed provost marshal of West Tennessee and remained in that department until the regiment was mustered out, June 25, 1865.

The One Hundred and Twenty-seventh regiment, with the One Hundred and Thirteenth, first saw service in the Tallahatchie campaign; returning to Memphis it was ordered to Vicksburg and was present at the engagement of Chickasaw Bayou, where it lost twenty-four in killed and wounded. It was also closely engaged at the battle of Arkansas Post, being the first regiment to plant its colors in the enemy's rifle pits—its losses being two killed, twenty wounded and nine missing. It was employed in the movement against Grand Gulf, and in the rear of Vicksburg. It took part in the assaults both of May 19th and 22d, losing fifteen killed and sixty wounded. In and around Vicksburg the regiment suffered severely from sickness, so that less than fifty were found fit for duty when it took the field against Johnson. Being ordered to Chattanooga, in November, the regiment was detailed on detached service, and was guarding trains during the battle of Missionary Ridge. It was again with Sherman in the march to relieve Burnside at Knoxville, and constituted a part of Logan's corps in the Atlanta campaign. The regiment participated in the battle of Resaca, in the actions among the Dallas Hills, at Kenesaw, Atlanta (July 22d), Jonesboro and other engagements, displaying equal courage and efficiency with other Illinois troops.

It was also with Sherman on the great march and followed him through the Carolinas, participating in the battle of Bentonville, and until the final surrender of Johnson. It was mustered out June 17, 1865, at Chicago.

The record of that important branch of the military service—the cavalry—is not so easily traced by regiments as is the infantry, by reason of the fact that the former organizations were generally subdivided into detachments and battalions.

The Fourth cavalry was first brought into action at Fort Donelson, and was also engaged in the fiery contest of Shiloh, in both of which battles it behaved with forti-

tude and courage. Company A was early detached to serve as escort at General Grant's headquarters, in which capacity it continued until August, 1863. After Shiloh the regiment, in detachments, was kept busy scouting and skirmishing with the enemy, and was not again united until August, 1863, at Vicksburg. That portion which had not reenlisted was mustered out in October, 1864; the others were reorganized into a battalion by order of the war department October 23, 1864, and in May, 1865, the Fourth and Twelfth regiments of cavalry were consolidated.

The Eighth regiment served principally in Virginia, and during the spring of 1862 was engaged in frequent skirmishes with the enemy across the Rappahannock, and was with McClellan in the peninsular campaign. It led the advance in the second occupation of Malvern Hills, Lt.-Col. Gamble being severely wounded. It crossed into Maryland September 4, 1862, and was engaged at Poolsville. At Monocacy it captured the colors of the Twelfth Virginia cavalry, and took twenty prisoners at Burnsville. It was engaged at Sugar Loaf Mountain, Middletown and South Mountain, and at Boonsboro, capturing two guns, killing and wounding sixty-seven of the enemy, and taking 200 prisoners.

The Eighth was also in the battle of Antietam, supporting the artillery, and engaged in the pursuit. It moved in advance of the Army of the Potomac, and had frequent engagements with the enemy's cavalry, two squadrons being left at Fredericksburg until its evacuation. Its losses up to this time were twenty-seven killed, seventy-one wounded and twenty missing.

On June 9, 1863, the regiment was closely engaged at Beverly Ford, where Capt. John G. Smith and Major Alpheus Clark, commanding the regiment, were mortally, and Captains George A. Forsyth and D. J. Hines severely, wounded.

In the battle of Upperville, June 21st, the Eighth, in command at first of Lieutenant-



A. Webster.
Brig. Gen.

Colonel Clendenin, and then of Major Wm. H. Medill, led the charge against the confederate forces, the loss the Eighth being but forty men killed and wounded, while that of the enemy was two hundred and fifty, including one hundred prisoners. At the battle of Gettysburg the regiment was commanded by Major John L. Beveridge. Here fell the gallant Major Medill, while leading a portion of his command. During the pursuit of Lee, the regiment was constantly engaged and did valiant service, its losses during the campaign being twenty-three killed, one hundred and sixteen wounded, and thirty-seven missing.

In January, 1864, three-fourths of the regiment veteranized, and before the expiration of its furlough, returned to the field near Washington, where it was employed doing camp and patrol duty, and was broken up into detachments. It was united in November and went into winter quarters. It was mustered out at Benton Barracks, Mo., July 17, 1865.

The Ninth cavalry was at first employed in Missouri and Arkansas under General Curtis. In May and June, 1862 it was engaged in several skirmishes, with some losses, and on June 27th, in successfully repelling an attack, lost two killed and thirty-one wounded, among the latter being Colonel Brackett, Major Wallis, Adjutant Blackburn and Captain Knight. It started for Helena, Ark., June 26th, and on January 9, 1863, proceeded to Duvall's Bluff. It engaged the enemy at Coldwater, Miss., July 28th, and at Grenada, August 18th, and moving to Lagrange made an attack upon the Confederates at Salem, Miss., October 8th, and drove them from their position. It was again in action at Wyatt and, after fighting all day, drove the rebels back. Joining Grierson's command, it bore a distinguished part in the battle of Moscow. February 11th, 1864, it moved with the expedition against Forrest. The regiment re-enlisted as veterans, March 16th, and returned from their furlough to Memphis in

April, and in June a detachment, with Grierson's cavalry, accompanied General Sturgis on his disastrous expedition to Gun-town, during which time it lost five killed, twenty-three wounded and twelve captured, out of 160 engaged. The Ninth was also in the actions of Tupelo and of Solon Creek. In a severe fight at Hurricane Creek, it lost four killed and a number wounded. The regiment also did good service in the pursuit of Wheeler. At Campbellville, it was hotly engaged, and bore its part in the battle of Franklin, November 30th. At Nashville, it participated in a charge upon a redoubt, which it carried, capturing four pieces of artillery and 450 prisoners. It followed with the force in pursuit of Hood, until the foe was driven across the Tennessee river, where the regiment was dismounted for lack of horses, and left at Eastport in February, 1865. It was mustered out of service at Selma, Ala., October 31, 1865.

The Twelfth cavalry, then commanded by Lieutenant-Colonel Hasbrouck Davis, was sent to Virginia, where it was early brought under fire, in an encounter—near Martinsburg, September 5th—with a superior cavalry force, which it routed. On being re-inforced, the enemy attacked in return, when a severe engagement took place. Captain T. W. Grosvenor's company coming to the aid of the Twelfth, the Confederates were again driven from the field, with a loss of twenty-five killed and fifty captured.

At Harper's Ferry, where the regiment had been sent after the evacuation of Martinsburg, on the night of September 14th, that place being surrounded by the enemy, the Twelfth, under command of Colonel Voss, cut its way through, and after capturing a train of 112 wagons and a large drove of cattle, joined McClellan's army at Jones' Cross Roads.

In an independent expedition (May 3, 1863), under command of Lieutenant-Colonel Davis, the regiment inflicted serious damage upon the enemy by burning bridges, destroying telegraphic connections, buildings and

stores, valued at \$1,000,000. It lost two officers and thirty-three men.

The regiment also did excellent work in the preliminary skirmishes at Gettysburg. In the pursuit of Lee, it was present at the cavalry battles of Falling Waters, the Rapidan, and Stevensburg. On November 20, 1863, it was ordered home to re-organize as veterans. Upon again taking the field it was sent south to join Banks' army in Louisiana, participating in the various engagements during his retreat down Red River. The regiment was then ordered to do picket duty on Bayou Lafourche, where it remained during the summer. In September it was sent to Baton Rouge, and in November, with other cavalry regiments, engaged in an expedition against Liberty, Mississippi, where it was severely engaged, driving the enemy and capturing a number of prisoners. It also took part in the expedition against Mobile, and subsequently was kept busily employed in scouting and raiding in Arkansas, Louisiana and Texas until the close of the war, and was mustered out at Houston, May 29, 1866.

The Sixteenth cavalry began its operations as a regimental organization, at Knoxville, in October, 1862, when a portion of it participated in the defense of that place. A detachment under Colonel Thielemann was ordered to garrison and hold Cumberland Gap. A battalion under Major Beers was sent up to Powell's Valley, and was attacked near Jonesville by three brigades of Longstreet's command, and after maintaining its ground against such great odds for ten hours, and losing heavily, was forced to surrender, the command numbering fifty-six officers and 356 men.

After the conclusion of the Tennessee campaign the regiment, in February, 1864, was ordered to Camp Nelson, Ky., where it was remounted, and in April left for Georgia in Stoneman's corps of cavalry.

In the action of Varnell Station it lost thirteen in killed and wounded. The regiment was engaged in all the principal battles in the

Atlanta campaign, acquitting itself with honor, and returned to Decatur, Alabama, in September. In October it was ordered to Nashville, thence to Pulaski, Fayetteville and Waynesboro. In an expedition up Duck River the regiment became closely engaged with a superior force, and bravely held its position until surrounded by the enemy, when it cut its way through. The regiment was also engaged at Franklin, in the two days' battle of Nashville, and in the succeeding pursuit of the enemy.

It then returned to Pulaski and was employed in that vicinity in scouting and skirmishing during the spring and summer, until its muster out at Nashville. It returned to Chicago August 23, 1865.

The service of the Seventeenth cavalry was wholly within the Department of the Missouri. The first battalion was ordered to St. Joseph, Mo., and the second to Glasgow, and they were thus employed separately for four months, scouting and skirmishing. The third battalion reported at Rolla in September, 1864. Here the regiment was united and bore a conspicuous part in resisting the invasion of Missouri by Price. It was present at Jefferson City and aided in repelling the Confederate attack on that place, October 6th and 7th. Here Colonel Beveridge was placed in command of the Third cavalry brigade. In the attack on Price at Boonville the Seventeenth was commanded by Major Matlock. It again successfully met the enemy at Independence, and followed the retreating foe, who finally made a stand near Fort Scott, only to be gallantly charged by the Seventeenth, and finally driven across the Arkansas line.

In January, 1865, the Seventeenth was ordered to Pilot Knob, Mo., and, after being remounted, to Cape Girardeau in April, where Col. Beveridge was placed in command of a district, Lieut.-Col. Hynes commanding the regiment. From Cape Girardeau, the regiment was ordered to Kansas, and occupied detached posts along the plains whence it returned to be mustered out in November and December, 1865.

The artillery will be considered with reference to the service of particular companies, beginning with A (of the First regiment), sometimes called Willard's, and sometimes Wood's.

This battery particularly distinguished itself at the battle of Fort Donelson, where it was charged by the enemy who was most gallantly repelled.

In the battle of Shiloh, it also bore a conspicuous part, being engaged from 8:30 a. m. of Sunday, until 4 p. m., losing three men killed and three wounded, and having half of its horses disabled.

It was also engaged in the battles of Chickasaw Bayou, Arkansas Post, and Jackson (losing one killed and seven captured). It was present at the battle of Missionary Ridge; and in the advance upon Atlanta, was engaged at Resaca, where Lieut. John W. Rumsey, who was in command, was severely wounded; and at Dallas and Kenesaw.

July 12, 1864, its re-enlisted members were consolidated with the veterans of Battery B under the designation of Battery A, which was commanded temporarily by Capt. Samuel S. Smith. In the battle of Atlanta, July 22d, the battery was overpowered and lost its guns, a portion of which were subsequently recovered. It suffered severely, among the killed being Lieutenant Robb. Captain Smith having been captured, the command devolved upon Lieutenant S. P. Wilcox. Being ordered to Nashville, it was held in reserve in the battle of the 15th and 16th, and was then ordered to Chattanooga, where it remained until June, when it proceeded home to be mustered out.

Battery B, "Taylor's," "Barrett's," first went into action at Belmont, where it acquitted itself nobly. Orderly Sergeant Charles W. Everett was mortally wounded, and five others, among them Wm. De Wolf, of Chicago, seriously.

At Fort Donelson, Captain Ezra Taylor and his battery were highly complimented for their gallant bearing, the company losing one killed and nine wounded. At

Shiloh, Captain Samuel E. Barrett in command, it was also hotly engaged, and lost two killed and eight wounded.

Being transferred to the Vicksburg campaign, it was engaged at Chickasaw Bayou, Arkansas Post, the siege of Vicksburg, and Champion Hills, in all of which its valor and endurance were well attested.

In the Atlanta campaign the battery was present at Resaca, Dallas and Kenesaw, doing good service, and July 12th it was ordered to Springfield to be mustered out, up to which time it had lost nine men killed and died of wounds, and eighteen by disease. After the reorganization of the battery and the consolidation of companies A and B in July, 1864, it participated in the remainder of the Atlanta campaign, and in the pursuit of Hood, taking part in the battle of Nashville. It arrived in Chicago July 12, 1865, and was then mustered out.

Battery E, "Waterhouse's," first met the enemy at Shiloh, where it rendered most gallant service, losing one killed, sixteen wounded and one missing. It was also effectively employed in the following campaigns and battles: Sherman's expedition to Oxford, Miss.; at Grand Gulf; in the siege of Vicksburg, losing two killed and six wounded; Brice's Cross Roads, Miss., June 1, 1864, losing one killed, three wounded and four missing; Tupelo, whipping Forrest, and with Thomas at Nashville. It was mustered out Dec. 24, 1864, the new recruits remaining in service until June, 1865.

Battery I, "Bouton's," was also first engaged at Shiloh, doing excellent service, and was then employed in the siege of Corinth. In the fall it took part in expeditions to Arkansas and Mississippi, engaging the enemy's cavalry. It was also, later, in the Tallahatchie raid, and in June at Snyder's Bluff, on the Yazoo, where it fortified; was in the siege of Jackson; thence it went to Chattanooga and was engaged in the battles of Nov. 25, 26, 27. The battery re-enlisted as veterans March 17, 1864; returned to Nashville, and was in the battle of Dec. 15th and

16th, thence following in pursuit of Hood. Ordered to Eastport, it remained there until it returned to Chicago for muster out, July 26, 1865.

Battery K, "Colvin's," spent its first year in the service in chasing guerrillas in Kentucky. It was ordered to Louisville to protect the city until Burnside's Tennessee expedition was fitted out, which it accompanied, being the first battery in East Tennessee, and was foremost in the capture of Knoxville. A part of the men were mustered out at Springfield in June, 1865, and the remainder at Chicago, in July.

Battery M, "Miller's", "Spencer's," was first ordered to Louisville, where it did garrison duty until November 11, 1863, when it was sent to Lebanon, and thence to Columbia, Tennessee. In January it guarded the fleet of 65 transports, from Louisville, with troops for Rosscrans, via Nashville, thence to Franklin. It was frequently and closely engaged in Georgia in September, at Ringgold, Roseville Gap, and Chickamauga, where it lost two killed and nine wounded.

In the Atlanta campaign, it was efficiently engaged at Resaca, Adairsville, New Hope Church and Kenesaw, being under fire twenty days in June. It was also frequently in action in July before Atlanta, always doing splendid work. Returning to Chattanooga November 1st, it did garrison duty there, and at Cleveland and Charleston, Tennessee, until July 14th, when it started for Chicago and was there mustered out July 24, 1864.

Battery L, "Bolton's," Second Illinois light artillery, was first assigned to the Army of the Tennessee and was in the advance upon Corinth and in other movements in Tennessee and Mississippi, participating in the battle of Hatchie, October 5, 1862, where it captured a four-gun battery and a stand of colors. It was in the Tallahatchie expedition the siege of Vicksburg, rendering efficient service, and with Sherman against Jackson. In 1864, it was employed in Georgia and Mississippi, and was ordered to Vicksburg, which post it garrisoned until

May, 1865. The battery was mustered out August 9th, 1865.

Battery M, "Phillips'," performed its first service in Kentucky, and was thence ordered to Knoxville; was engaged with the enemy at Jonesboro and soon after at Carter's Station. On October 10, 1863, it was in action all day at Blue Springs; and again on the 12th at Blountsville. November 6th, it was attacked by 4,000 of the enemy, and after a sharp engagement, in which it lost four men killed and 35 captured, the guns were spiked and abandoned—86 men and 50 horses and equipments being saved.

After the siege of Knoxville, the battery was ordered to Camp Nelson, Ky., where it was consolidated with other batteries.

The Board of Trade—Stokes'—battery, independent, first met the enemy at Perryville Kentucky. Its next active service was in the Murfreesboro campaign. At the battle of Stone's River, it was twice hotly and closely engaged, and was highly complimented by the commander in chief for its gallant conduct—it lost three killed and nine wounded.

It was engaged at the battle of Chickamauga, and was thereafter employed in the pursuit of Wheeler, and was frequently in action in October. It was all through the Atlanta campaign, being in action seven days in June, and as many in July, being indeed in active service until after the surrender of Atlanta. Thence returning to Nashville, it was engaged in the battle of December 15th and 16th, and was sent in pursuit of Hood, after which service it was moved to Eastport, Miss., where it remained until March 22, 1865. Its last service was in the Wilson expedition against Selma and Macon in April. Returning to Chicago, it was mustered out June 30, 1865. It was in eleven hard-fought battles, in twenty-six other severe engagements, and in action altogether forty-two times.

The Chicago Mercantile Battery—Cooley's—was first sent with Sherman in his Tallahatchie expedition. Returning, was engaged

in the first attack on Vicksburg, December 27, 1862; afterwards in the battle of Arkansas Post. The battery was all through the Vicksburg campaign, ending with the surrender, and was with the force sent to meet Johnson at Jackson. It was then ordered to General Banks' army in the Gulf Department. In December it was ordered to Texas. In the Red River expedition and at the disastrous battle of Sabine Cross Roads, it was the only battery engaged that

saved its guns, though with the fearful loss of six killed, nine wounded and twenty-five prisoners. Thence again to New Orleans, and in an expedition against the Mobile & Ohio railroad, thence to Baton Rouge and New Orleans, and thence to Chicago, where the men were mustered out July 10, 1865.*

Bridges' battery was originally Company I, of the Nineteenth infantry, but after the battle of Stone's River was permanently transferred from that organization and

*ROLL OF CHICAGO OFFICERS PROMOTED TO BRIGADES AND DIVISIONS.

BREVET MAJOR GENERALS.

WHENCE APPOINTED.	DATE.	REMARKS.
11th Infantry, Brig.-Gen. Thomas E. G. Ransom.....	Sept. 1, '64	Died Oct. 29, '64
12th " " " John McArthur.....	Dec. 16, '64	M. O. Oct. 4, '65
45th " " " John E. Smith.....	Jan. 12, '65	" Apr. 30, '65
1st Artillery, " " Jos. D. Webster.....	Mch. 13, '65	Res. Nov. 6, '65
37th Infantry, " " Julius White.....	" "	M. O. Aug. 24, '65
39th " " " Thomas O. Osborn.....	Apr. 3, '65	Res. Sept. 8, '65
12th " " " Aug. L. Chetlain.....	June 8, '65	M. O. Jan. 15, '66

BRIGADIER GENERALS.

19th Infantry, Col. John B. Turchin.....	July 17, '62	Res. Oct. 4, '64
55th " " " David Stuart.....	Nov. 29, '62	Com. exp. Mch. 11, '63
51st " " " Luther P. Bradley.....	July 30, '64	Res. June 30, '65
2d Artillery, Maj. Charles J. Stolbrand.....	Feb. 18, '65	M. O. Jan. 15, '66
2d " Capt. James H. Stokes.....	July 29, '65	" Aug. 24, '66
88th Infantry, Col. Francis T. Sherman.....	July 21, '65	" Jan. 15, '66
8th Cavalry, " William Gamble.....	Sept. 25, '65	" Mch. 1, '66
3d U. S. Art'y. " Martin D. Hardin.....	July 2, '64	" Jan. 17, '66

BREVET BRIGADIER GENERALS.

23d Infantry, Col. James A. Mulligan.....	July 28, '64	K'd in bat. 7-24, '64
17th Cavalry, " John L. Beveridge.....	Feb. 7, '65	M. O. Feb. 7, '66
8th " Maj. Geo. A. Forsyth.....	Feb. 13, '65	" Feb. 3, '66
8th " " John M. Waite.....	" "	" July 13, '65
12th " Col. Hasbrouck Davis.....	" "	Res. Aug. 1, '65
12th " Lt.-Col. T. W. Grosvenor.....	" "	" Aug. 3, '64
12th " " Hamilton B. Dox.....	" "	M. O. May 29, '66
13th " Col. Joseph W. Bell.....	" "	" May 20, '63
13th " " Albert Erskine.....	" "	" Jan. 5, '65
16th " Lt.-Col. Robert W. Smith.....	" "	" Aug. 19, '65
1st Artillery, Col. Ezra Taylor.....	" "	Res. Aug. 20, '64
1st " Maj. Charles Houghtaling.....	" "	M. O. June 14, '65
1st " Col. Edward Bouton.....	Feb. 28, '65	" "
4th Cav., Lt.-Col. Martin R. M. Wallace.....	" "	M. O. Nov. 3, '64
12th Infantry, " Arthur C. Ducat.....	Mch. 13, '65	" Feb. 19, '64
12th " Maj. James R. Hugunin.....	" "	" July 12, '64
31st " Lt.-Col. Robert N. Pearson.....	" "	" July 19, '65
37th " Col. John C. Black.....	" "	Res. Aug. 16, '65
39th " Lt.-Col. Orrin L. Mann.....	" "	M. O. Dec. 6, '65
51st " Col. Gilbert W. Cumming.....	" "	Res. Sept. 30, '65
51st " Capt. Theodore F. Brown.....	" "	M. O. May 15, '65
58th " Col. Robert W. Healy.....	" "	" April 1, '66
65th " " Daniel Cameron.....	" "	" July 31, '64
65th " " Wm. A. Stewart.....	" "	" July 13, '65
72d " " Fred. A. Starring.....	" "	" Aug. 9, '65
72d " Lt.-Col. Joseph Stockton.....	" "	" "
82d " " Edward S. Salomon.....	" "	June 9, '65
88th " " George W. Smith.....	" "	" "
89th " Col. Charles T. Hotchkiss.....	" "	" "
113th Inf'ry, Col. George B. Hoge.....	Mch. 13, '65	" June 20, '65
127th " " Hamilton N. Eldridge.....	" "	" Aug. 15, '65
Col'd Cava'y, " Herman Leib.....	" "	" "
96th Inf'y, Lt.-Col. John C. Smith.....	June 20, '65	M. O. June 10, '65
64th " " Joseph S. Reynolds.....	July 11, '65	" July 11, '65
A. A. General, Alex. C. McClurg.....	Sept. 18, '65	" "
A. D. C. U. S. V. J. Wilson Shaffer.....	Mch. 13, '65	" "
" " Anson Stager.....	" "	" "
A. Insp. G. U. S. V. Wm. E. Strong.....	" 21, '65	" "

changed into a battery of light artillery, and first saw service as such in the Tullahoma campaign. In the battle of Chickamauga it lost six men killed, including Lieutenant Bishop, sixteen wounded and four captured, a heavier loss than any other battery met with on that field of carnage, except H, of the Fifth U. S. Artillery. It was present at the battle of Missionary Ridge, and accompanied the corps that was sent to Burnside's relief at Knoxville.

The battery served through all the Atlanta campaign, rendering effective service; engaging subsequently in the pursuit of Hood, and was actively employed in the battles of Columbia, Spring Hill, Franklin, and Nashville. It left Nashville for Chicago, where it was mustered out July 6, 1865.

While the sons of Chicago were illustrating their loyalty and valor in the field, those who remained at home—those who fought without guns in their hands—performed equally as indispensable services and duties in order that the Union might be saved. It was essential to the success of the federal army that its maximum of strength should be maintained, that it should be supplied with all needed arms and properly fed and clothed. Without a favorable public opinion in the loyal States sustaining the government in its measures to prosecute the war, men could not be raised nor supplies voted. The power behind the throne, greater than the throne itself, was vested in the people who stayed at home, those who were exempt from service or who were holding necessary official positions, or were so hindered by imperative domestic or business ties as to be unable to take the field, and the noble women of the country. Without the inspiring and devoted efforts of these brainy, liberal-minded men and women against the cries of southern sympathizers in favor of compromise and peace at any price, and to neutralize the sharp criticisms of those who magnified trifling reverses into defeat and errors of judgment into irretrievable blunders; without their hearty co-operation and aid in

those gloomy days of July and August, 1862, the rebellion would have been an accomplished revolution. But the stay-at-homes kept the fires of liberty constantly burning on every altar. They gathered again and again in the mighty strength of the pulpit, the press and the public meeting, in the face of damaging reverses, of clamorous opposition to war taxes, and kindled anew with fresh fuel from their home altars the fires of patriotism and love for the undiminished flag.

Not the least valuable of their efforts were put forth in behalf of the personal comfort and welfare of the private soldier, and to this end it early occurred to the people of Chicago that it would be a good thing to provide the comforts of a home for those volunteers passing through the city who were wounded, paroled or lately recruited. The first to move in this direction was the Young Men's Christian Association, and it was decided to commit this laudable work to the loyal women of the city. An organization was effected June 9, 1861, with the following officers: President, Thomas B. Bryan; Vice-Presidents, Mrs. Ambrose Foster, Mrs. E. G. Wadsworth, succeeded by Mrs. O. E. Hosmer; Secretary, Mrs. George Gibbs, succeeded by Mrs. Henry Sayrs; Assistant Secretary, Mrs. Joseph Medill; Treasurer, Mrs. Henry Wadsworth; Executive Committee, Mrs. A. H. Hoge, Mrs. D. P. Livermore, Mrs. J. H. Woodworth, Mrs. E. Higgins, Mrs. F. W. Robinson, Mrs. A. Foster, Mrs. Hesing, Mrs. E. H. Cushing, Mrs. I. Greenfelder, Mrs. Rorke, Mrs. Jerome Beecher, Mrs. H. W. Hinsdale, Mrs. W. H. Clark and Mrs. Boyd. Mrs. Smith Tinkham and Mrs. Bowen subsequently succeeded Mesdames Hinsdale and Clark. This board went immediately to work to secure funds, and met with encouraging success. The old Mansion House, 45 Randolph street, was secured to serve the purpose of the first Home, and was opened for use July 4th with a grand dinner. This building was soon found to be inadequate for the purposes in

The Stay
at Homes.

Soldiers'
Home.

tended. A structure to serve for a temporary rest was erected near Dearborn Park by the post quartermaster, and placed under the same management as the Soldiers' Home, and it was resolved to purchase a lot and erect a more commodious building for a permanent establishment. A portion of the means raised for this purpose was derived from the liberal hand of the president, Thomas B. Bryan, who purchased the original Proclamation of Emancipation for the sum of \$3,000, and donated the same to the Home, from the sale of which was realized \$10,000. With this and other funds the "Baldwin property" at Fair View was purchased, which was soon after sold and lots secured on the lake shore, near the projected Douglas monument, upon which a brick building was erected, at a cost of \$15,000, which was opened as a permanent Home May 13, 1864.

In the meantime the Soldiers' Rest, a building 250 by 50 feet, had been completed and opened January 22, 1864. Mr. Bryan was elected president of the Home and James H. Woodworth treasurer; but both institutions remained under the general control of the Board of Lady Managers. Their work was as arduous as it was onerous. Regiments were entertained at all hours of the day, as they happened to arrive at the Rest, and disabled soldiers at the Home, as well as at private dwellings. Funds through individual subscriptions not coming in fast enough, it was determined, early in 1864, to hold a fair in connection with the Sanitary Commission. This proved a great success, resulting in the addition of \$83,000 to their treasury; all of which, as remarked by president Bryan, was due to the "earnest, unremitting and untiring labors" of the ladies of the Home.

At the annual meeting, 1864, the following officers were elected: President, Thomas B. Bryan; vice-presidents, Mrs. E. F. Dickinson, Mrs. Henry Sayrs; secretary, Mrs. J. O. Brayman; treasurer, Carl F. W. Junge; assistant treasurer, Mrs. Elizabeth Blakie; auditing committee, Mrs. J. C. Shepley, Mrs. Dr. Ingals, Mrs. C. W. Andrews. Mrs.

Myra Bradwell was elected assistant treasurer, June 23, 1864, vice Miss E. Blakie, resigned. During the year, 60,100 soldiers had been entertained at the Rest, and 577 sick and disabled soldiers had been cared for at the Home. During 1865-6, the main building of the Soldiers' Home, four stories in height, was erected at a cost of about \$30,000.

The Soldiers' Home was incorporated by act of the legislature, February 28, 1867, as a charitable institution, and \$24,000 appropriated for its maintenance. The first officers under the organization were: President, James B. Bradwell; vice-presidents, Mrs. O. D. Ranney, Mrs. C. W. Andrews; secretary, Mrs. E. W. Brogman; treasurer, C. R. Field; assistant treasurer, Mrs. Myra Bradwell; auditing committee, Mrs. J. M. Harvey, Mrs. C. M. Clark; committee on Appeals, Mrs. C. B. Sawyer, Mrs. H. L. Bristol, Mrs. J. M. Loomis, Mrs. J. C. Shepley, Mrs. Henry Sayrs; superintendent, Dr. F. L. Flanders. The expenses of the Home in 1869 were \$10,875—the number of inmates being forty-one. These were transferred to the National Homes during the year, with a view to closing the institution. The buildings and grounds were sold June 3, 1870, for \$50,000. They are now owned and occupied by the Catholic St. Joseph's Orphan Asylum.

A portion of the funds derived from the above mentioned sale was invested in a block of ground in South Evanston, and upon it a brick building erected, which was opened as a second Soldiers' Home, Feb. 22, 1871. This Home was used until the fall of 1877, when it was closed, and the inmates, sixteen in number, transferred to National Homes. The property was then rented to the "Illinois Industrial School for Girls," the beneficiaries to include the children and orphans of soldiers.

The well known facts that more than two-thirds of the deaths in any army are from diseases, rather than the bullet,

and that of those who die from wounds a large percentage might be saved with better treatment, early suggested the organization of those relief and sanitary measures which grew to such large proportions, and yielded, both in tents and hospitals, such invaluable fruit.

With the first troops sent to the field, Chicago sent her nurses, Miss Jane A. Babcock and Miss Mary E. M. Foster, who volunteered to accompany the expedition to Cairo. Others soon followed, namely, Mesdames D. M. Brundage, J. S. Kellogg, Mary Evans, A. M. Beaubien, E. S. Johnson, and E. B. Groves and Miss Annette Sleightly.

No department of the military service, perhaps, suffered more from inexperience and ignorance than that of surgery and medical care. This, the most important consideration affecting the usefulness and efficiency of the soldier, was the most neglected.

After hardly fought battles, the government was unable to furnish the wounded and sick with ordinary supplies and care, not to mention those finer attentions and those articles of luxury so greatly needed in severe and critical cases.

To supplement its efforts to afford delicacies and needed supplies outside
 Sanitary Commissions. of iron-clad regulations, to give relief in hospitals, and on the tented field, healing wounds by the anointment of loving hands and personal attentions, the Sanitary Commission was organized in New York, April 25, 1861, with Rev. Dr. Henry W. Bellows at its head. Mark Skinner and Ezra B. McCagg were appointed as members of the commission for Chicago, and Isaac N. Arnold, John W. Foster, Drs. R. N. Isham and H. A. Johnson and E. W. Blatchford, associate members.

Soon after this (October, 1861) the Chicago Sanitary Commission was organized with the following members: Mark Skinner, president; Rev. O. H. Tiffany, vice-president; E. W. Blatchford, corresponding secretary, and H. E. Seelye recording secre-

tary-treasurer; Dr. Ralph N. Isham, Rev. W. W. Patton, Col. John W. Foster, James Ward. Subsequently the names of Ezra B. McCagg, George C. Cook, Amos J. Throop and Cyrus Bentley were added. Mrs. Eliza C. Porter was made superintendent of the rooms for the reception of supplies, and John Freeman, clerk.

The work of the commission was not confined to the gathering and forwarding of supplies merely, but was extended to the furnishing of information in regard to existing wants at the most destitute points. To this end the members were sent to inspect camps and hospitals in Illinois, Missouri, Kentucky, Tennessee and wherever soldier boys from Illinois were marshaled. The labors, indeed, of the large-hearted men and women engaged in this work were as arduous as they were inestimable. Contributions of needed articles and money soon began to come in, but not too soon. After Donelson and Shiloh the depots and treasury of the commission were drained of everything. The common council of the city came to the rescue with a donation of \$10,000, and the members of the Board of Trade and others contributed liberally. Too much cannot be said in praise of the efforts of the women of Chicago, not only in the assistance rendered by them in raising funds and supplies, but in their noble work in the field and hospitals. Among those at the front were Mrs. Sarah E. Henshaw, Mrs. Elizabeth Porter, Mrs. Hoge and Mrs. Livermore before mentioned, Mrs. Mary Bickerdyke, Mrs. Egerton and the Robb sisters. In the home work are found the names of Mrs. Col. Sloan, Mrs. C. C. Webster, Mrs. Elizabeth Hawley, Mrs. C. P. Dickinson, Mrs. E. W. Blatchford, Mrs. Lawrence, Mrs. Myra Bradwell, Mrs. E. S. Wadsworth, Mrs. J. H. Tuttle, Mrs. C. N. Holden and Mrs. W. E. Doggett.

Large sums were raised through the instrumentality of sanitary fairs, the first of which, held the latter part of 1863, netted the sum of \$86,000; and the second

one, in 1865, in connection with the Soldiers' Home and Christian Commissions, brought in the magnificent sum of \$240,813. Those who were the most prominent and active in carrying forward these successful charities were Messrs. Thos. B. Bryan, C. G. Hammond, E. B. McCagg, James B. Bradwell, Charles L. Wilson, Cyrus Bentley and the noble women before mentioned.

In view of the co-operation of other cities in this and neighboring States in the work of the commission, after the holding of the first fair, the name of the Chicago Sanitary Commission was changed to that of the "Northwestern Sanitary Commission." At the beginning of the year 1864, it was found that many of the first officers of the organization had impaired their health by overwork, and a re-organization of the Board was affected as follows: President E. B. McCagg; vice-president, Rev. W. W. Patton; corresponding secretary, Cyrus Bentley, treasurer, E. W. Blatchford; other members were B. F. Raymond, Ira G. Munn, Wesley Munger and Jabez K. Botsford.

The important results accomplished by the commission may be seen in the fact that in the four years of its existence, as appears from the official reports, the parent organization collected and disbursed \$4,924,048. The Chicago branch "disbursed 77,666 packages from its storehouse and \$405,792.66 from its treasury."

The money value of the entire disbursement, through this branch, was estimated at \$1,056,192. These are the material results, but who can estimate as a consequence of its labors the suffering alleviated, the number of wounded healed, of the sick restored to health, and the dying saved to their families and country.

In this connection, mention should also be made of the work of the Christian Commission, a branch of which was established in Chicago with John V. Farwell as president, and Tuthill King, B. F. Jacobs and Dwight L. Moody as members.

The object of this organization was "to promote the spiritual welfare of the officers and men of the U. S. army and navy, in co-operation with chaplains and others." In camps and hospitals this work was largely committed to the Young Men's Christian Association, and at the front, including the care of the wounded after battle, it was in charge of direct agents of the commission. The report for the year 1863 states that forty-eight delegates were sent to the front, who visited battle-fields, camps and hospitals from Louisville, Ky., to New Orleans, including the States of Tennessee, Mississippi, Arkansas and Alabama, holding meetings, distributing religious publications, including 275,000 copies of the Bible, and large quantities of needed stores for the personal comfort of volunteers. Of the munificent sum of \$2,524,512 raised and expended by the commission, \$134,253 came through the Chicago branch. And thus it was that the citizens of Chicago not only performed their whole duty in furnishing men for the war, and in heartily supporting all necessary war measures and taxes, but also in contributing to the success and inestimable usefulness of these great commissions for the relief, comfort and happiness of the boys in blue.

The death of President Lincoln, on the morning of April 15, 1865, from a wound inflicted by the assassin, John Wilkes Booth, awakened the deepest interest throughout the civilized world. Nowhere, however, was the excitement more intense or the grief more profound than in Chicago, where he was widely known and beloved; where he had so often delivered stirring and effective addresses, and where he was nominated for the high office in the discharge of whose duties he earned the crown of martyrdom. His administration had commanded the loyal support of her citizens; not only on account of their approval of its patriotic statesmanship, but also because of his personal popularity with them. It was fitting, therefore, that Chicago should be the first city of his adopted

Death
of Lincoln.

State reverently to receive his sacred dust, as the solemn funeral cortege moved on its way to his old home at Springfield. Illinois had sent officially appointed representatives to accompany the memorable procession from Washington, through Philadelphia, New York and other important cities of the North. Among them were Governor Oglesby and the other State officers, and a number of his old personal friends from Springfield and other localities. The Chicago delegation embraced the following distinguished citizens: Senator Lyman Trumbull, Lieutenant-Governor Wm. Bross, Mayor Francis T. Sherman, Congressman John Wentworth, Thomas A. Hoyne, S. S. Hayes, Col. R. W. Hough, S. W. Fuller, J. B. Turner, I. Lawson, C. L. Woodman, Geo. W. Gage, G. H. Roberts, J. Commisky, T. L. Tolcott. Judge David Davis, Major General David Hunter, a name familiar to Chicago pioneers, and Ward H. Lamon, who were of the escort, accompanied Mr. Lincoln on his eventful trip from Springfield to Washington in February, 1861.

The train bearing the casket reached the city on May 1st, and was received by an immense throng, with uncovered heads and tear-dimmed eyes. The pall-bearers were Lyman Trumbull, John Wentworth, F. C. Sherman, E. C. Larned, Francis A. Hoffman, J. Russell Jones, Thomas Drummond, Wm. Bross, John B. Rice, S. W. Fuller, Thomas B. Bryan and J. Young Scammon.

These gentlemen assumed their sad duty amid the reverberations of minute guns and the mournfully solemn tolling of church bells. A magnificent funeral car had been prepared for the reception of the casket, and this was followed by a sorrowing multitude,

made up of all classes as it passed under a grand triple-Gothic funeral arch on its way to the Court House. There in the rotunda, the tall, graceful pillars of which were draped with the outward emblems of woe, the remains laid in state. Here, during the entire night of May first and until the evening of the second, a procession, estimated to have numbered 250,000, residents of Chicago and neighboring cities, availed themselves of the melancholy privilege of gazing, for the last time, upon the rugged face—calm in the peaceful sleep of death—of the great Lincoln.

The obsequies here were not second in point of solemnity and grandeur, to those held in any other cities along the route. Three memorial meetings were held. At Bryan Hall, Hon. Schuyler Colfax, speaker of the U. S. House of Representatives, delivered a panegyric; at the Crosby opera house an eloquent address was delivered by Rev. Dr. Patton; while a fitting eulogy was pronounced by Rev. Dr. Wm. H. Ryder at St. Paul's Church.

The funeral train left for Springfield on the evening of May 2d, reaching its destination on the morning of the 3rd, when the final obsequies took place.

The untimely death of Mr. Lincoln was not only mourned by a nation in tears, but caused a thrill of grief and profound sympathy throughout the civilized world. While he did not live to see the full fruition of his hopes, he was permitted to behold the glorious end in full view and to realize that the cause which he loved so well had triumphed. The zenith of his fame had been reached, and no cloud dimmed the splendor of that rich heritage bequeathed to his country and mankind.



Stiles Burton

THE LIBRARY
OF THE
UNIVERSITY OF CHICAGO

CHAPTER XI.

1870 TO 1880—FROM DESTRUCTION TO RECONSTRUCTION.

CHICAGO in 1870 had a population of 298,977 and had taken rank in point of numbers as the fifth city in the Union, having passed, during the last decade in its mighty career, the cities of Baltimore, Boston, Cincinnati and New Orleans. Its limits had been extended (for the fourth time, the last by act of the legislature, February 27, 1869), and it was now bounded as follows: On the north by Fullerton avenue and the apex of land lying between the north branch and Western avenue north of Fullerton avenue; by Lake Michigan on the east; by Crawford avenue on the west, and by Egan avenue (Thirty-ninth street) to Western avenue and the Illinois and Michigan canal on the south; being about thirty-six miles square. The same act which extended the city limits, also divided the city into twenty wards, and changed the time of holding the election to November.

Perhaps no one controlling interest so fitly represented, as it so certainly promoted the city's growth, numerical, material, commercial and financial, as did the thirteen trunk lines of railroads, those life-giving arteries of trade, which, with their gathering and distributing extensions and branches forming an iron bond of Union with every part of the continent, brought daily into the city over their ten thousand miles of track, one hundred and twenty trains of cars filled with passengers, and an equal number loaded with live stock, produce and merchandise.

The gross earnings of these immense corporations was not less than \$35,000,000.

Contributing in hardly less proportions to

the facilities afforded to the city's commercial and material prosperity were the Illinois and Michigan canal and the great inland sea washing her eastern border. In 1870 there were 12,739 arrivals of vessels whose burthen was 3,049,265 tons, with about the same number of clearances. Of these vessels 418, with a tonnage of 72,764 tons, and 224 canalboats, with a tonnage of 20,564 tons, valued at \$3,775,350, were owned in Chicago.

The assessed value of the real property of the city for 1871—which was less than one-half its actual value—was \$290,000,000.

The number of bushels of wheat shipped from Chicago in 1870 was 16,432,585; of corn, 17,777,377; of all grains, reducing the flour to wheat, 54,745,903 bushels.

These vast amounts of grain were handled by seventeen elevators, whose total capacity of storage was 11,500,000 bushels.

The number of animals received and shipped through its immense stock yards, covering 345 acres of ground, during 1870, is shown by the following table:

STOCK.	RECEIPTS.	SHIPPED.	VALUE OF RECEIPTS.
Cattle	532,964	391,109	\$21,232,000
Sheep	349,855	118,711	1,050,000
Hogs, live	1,693,158	924,483	12,280,200
Hogs, dressed	200,214	171,188	5,984,900

The value of receipts of produce and material of all kinds for the same year was \$182,743,598.

The financial interests of the city were conserved by twenty-five banking (and savings) institutions, thirteen of which were National banks, with an aggregate capital of \$13,000,000, and a deposit account amounting to \$35,000,000.

The imports, as shown by the custom house receipts, were \$1,687,841, and the exports \$2,613,072.

Notwithstanding the pressure upon trade, caused by the shrinkage in values after the inflation period of the war, from which pressure and change Chicago did not suffer so much as eastern cities, in consequence of the rapid growth of the western country, whose trade lying at her door brought constant capital and business, the manufactures of the city for 1870 produced an output aggregating in value \$76,000,000; while the wholesale trade, showing an income of fifteen per cent. over the previous year, amounted to \$402,500,000.

The number of buildings, of all kinds, in the city was 56,000, of which as now the most costly were on the south side between the river and Madison street and the South Branch and Wabash avenue, which section was and is the heart of the city, where its principal business was transacted. The value, indeed, of the real estate, building improvements and merchandise in this small tract was not much less than one-third of the total value of real and personal property within the thirty-six square miles including the city limits.*

Twenty-seven bridges spanned the river for the accommodation of local travel and traffic, over which at least 200,000 people and 40,000 vehicles passed every day.

The city could boast of 80 miles of improved streets, including over 50 miles of wooden blocks, and 550 miles of improved sidewalks. She had 150 miles of sewage and 2,200 lamp posts.

Chicago could also number 175 churches, which were attended by 150,000 people, and 55,000 children were enrolled as members of its Sunday schools.

The municipality owned forty school lots valued at \$1,086,755, on which forty-one buildings were erected; other buildings

leased swelled the total value of school property to \$1,199,906.

The number of newspapers and periodicals published in the city daily, weekly and monthly, was eighty-eight, the principal dailies being the *Tribune*, *Times*, *Evening Journal*, *Evening Post*, *Republican*, *Evening Mail*, and *Staats Zeitung*; and the religious papers being the *Advance*, the *Interior*, *North Western Christian Advocate* and the *Standard*.

Chicago thus endowed with all the elements of civic power and growth now entered upon the fifth decade of its history with every indication pointing to the continuance of its career of unparalleled prosperity. Although the youngest of the great cities of the nation, its rapid progress had already made it the wonder of the country, as it was the pride and boast of its energetic citizens.

The central event of the period which has just been reviewed—the civil war—while it vitally affected Chicago's welfare and growth, was essentially national in its broad relations. The decade which we are now considering, however, was signalized by the greatest of all the crises in the city's history, an event which, although local in character, startled the civilized world, the great conflagration of October 8 and 9, 1871.

Chicago is exposed to sweeping winds on every side, there being neither hills ^{The} nor forests to obstruct their full ^{Great Fire.} sway. And prior to this period, its buildings being mostly constructed of pine lumber, a fire once started was not easily checked, until it reached a vacant space beyond which the wind could not carry the flames. The losses by fire from 1863, when the fire department was placed on a paid basis, to October 1, 1871, amounted to \$13,729,848, upon which insurance was received amounting to \$10,851,942.*

The greatest loss during any one year was that of 1867-8, when the number of fires reached 515, and the losses amounted to \$4,215,332, covered by insurance to \$3,417,-

* Chicago and the Great Conflagration by Elias Colbert and E. Chamberlain.

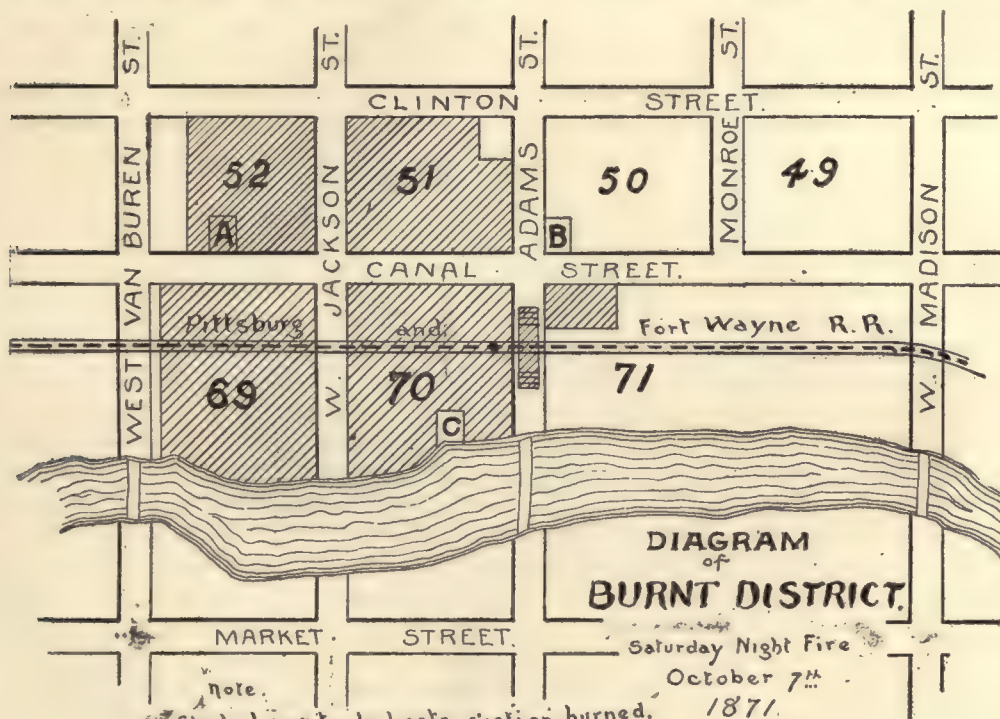
* Andreas' History of Chicago, II, 103.

288. This included the theretofore unparalleled fire of January 28, 1868, which occurred on Lake street extending to Wabash avenue, and inflicted damages amounting to over \$2,000,000, less the insurance of \$1,486,000.

A still more destructive fire occurred September 4, 1870, involving the loss of the Drake block, a massive building seven stories high, on the corner of Wabash avenue and Washington street. The losses

cent. of the average of the city, and fully seventy per cent. less than that in the lumber districts of Wisconsin, Michigan and Minnesota. The summer of 1871 was also unusually hot as well as dry, so that all that was needed for a big fire was the kindling of it—the inexorable wind and the superheated wooden buildings supplying every other element.

As if to whet its appetite for the holocaust



by this fire footed up over \$2,500,000, and the insurance only \$1,500,000.

The year 1871 marks an appalling epoch in the number and calamitous results of conflagrations all over the United States, but especially in the lumber districts of what was then called the Northwest. The country generally had been passing through an unwonted period of drouth. From July 3d to October 9th only two and a half inches of rain fell in Chicago, the entire precipitation for the summer season being only 28½ per

of October 8-9th, the fiery element tried its hand at a conflagration on Saturday night, October 7, 1871, which at any other time would have been regarded as unusually disastrous. It began in the planing mill of Lille & Holmes, at 209 South Canal street (on the West Side), at 10:30 o'clock P. M. The wind was blowing strong from the south, and soon veering to the southwest, drove the flames with great force upon other buildings, so that in less than twenty minutes from its commencement the area between Jackson

and Adams streets, and Clinton street and the river, was all ablaze. The fire department rendered effective service, the men working with energy and devotion, but in spite of their efforts the entire area, as indicated in the following diagram, was consumed before the flames could be brought under control, inflicting a loss to the owners of over \$750,000.

It was at five minutes past nine o'clock on Sunday night, October 8, 1871, that the fire bell sounded the alarm of another fire, the light of which, proceeding from the two-story barn belonging to Patrick O'Leary, in the rear of 137 DeKoven street, where it started, was first seen at 8:45. At this hour a scream from a woman, as if in fright, coming from the O'Leary premises, was heard by the occupants of the building on the adjoining lot, and the light of the fire was soon afterwards discovered. After a careful investigation by the fire department, nothing farther than this is certainly known in regard to the origin of the fire, the legend of the cow kicking over the lighted lamp while being milked and thus starting the fire having been entirely disproved.

The first alarm, a still one, was received by the foreman of the "Little Giant" engine No. 6, at 9:15, and it was in position and at work two and a half minutes later.

The alarm was sounded from the fire alarm telegraph in the court-house by Wm. J. Brown, the night operator, at 9:32, who was directed by the watchman in the tower above to ring box 342, which was nearly a mile from the fire. This was a terrible blunder, and prevented two or three of the best engines located in the district from taking part at the critical moment, when the initial work of the flames might possibly have been arrested. The men, however, had not yet recovered from their severe and exhausting labors at the fire on the previous night, and the wind, which at first was not so very strong, soon began to come out of the southwest in a fierce and unrelenting gale. No. 5 was on the ground assisting No. 6, but the

flames gained upon them so rapidly that by 9:45 they had crossed Taylor street, and raged, like a destroying tempest, beyond all human control.

At first it was supposed that a blaze had been rekindled from the fire of Saturday night, and not being regarded as of much consequence, the people on the streets, many of them returning from church, sought their homes and retired to rest.

It was not long, however, before their slumbers were disturbed by repeated alarms, and cries that the destruction of the city was threatened—many, indeed, were awakened only to find that the accumulations of years of toil had been consumed by the all devouring flames.

Sparks and brands from the flames fell upon the south side as early as ten o'clock, but it was not until half-past eleven that the fiery fiend succeeded in making a stand in that division, finding material in the large building on the southeast corner of Jackson and Franklin streets, just completed by J. W. Parmelee and J. E. Sullivan, at a cost of \$80,000, to be used for a stable. By twelve o'clock the gas works on Adams street were seized, adding fuel to the flames, and then the two or three blocks of frame buildings known as "Conley's Patch," which readily succumbed, served as a convenient medium for carrying the flames to other buildings. Having secured so firm a foothold within the borders of the business district of the city, other conquests were but the work of a few moments. As if not satisfied with consuming everything which came directly in the pathway of the on-sweeping flames like a besom of destruction, towards the northeast, and, as if determined to leave no building unscathed in the heart of the city, at midnight the fire fiend divided his forces into three separate divisions, the main one keeping on towards the north, a second toward the northwest, and a third toward the east. The first attacked the Chamber of Commerce building which proved an easy prey. From this it was but a short leap



T. M. Raymond

1

THE SUBJECT
OF THE
PRESENTATION

to the court-house where the iron-tongued bell continued to sound the tidings of a city's ruin until, at five minutes past two Monday morning, it fell crashing into the burning, smoking debris below. The Sherman House quickly followed the Merchants' Insurance building. In the latter was located the main telegraph office, the operators in which were forced to flee for their lives, abandoning their keys in the middle of despatches describing the progress of the fire. Then fell Hooley's theater, the *Times* building, Crosby's opera house, the Tremont soon after, and the district between Randolph street and the lake and the river was speedily reduced to ashes.

The left column pursued its equally destructive march along the west side of La Salle street, leaving but one building, the Lind block, standing in its pathway.

The right column pursued its course toward the east, cutting down the Michigan Southern depot and the Grand Pacific hotel; and thence on to Dearborn street, consuming the Post-office, the new Bigelow House, the Honore block, McVicker's theatre, and later the *Tribune* building, the last named being the last to surrender in that locality.

Deploying to the right, as if it knew better than the wind, it attacked, with equal ferocity and success, residences and churches on Wabash and Michigan avenues; among the latter being the First and Second Presbyterian churches, and Trinity (Episcopal) church. Its progress was finally arrested on the south side by the blowing up of a wooden building on the northeast corner of State and Harrison streets, and the three-story brick building adjoining it on the east. The last building assaulted was the Wabash Avenue M. E. Church, which stood its ground, and beyond that south the fire did not go.

The hope that the flames would not extend beyond the south side proved delusive. Sparks and cinders were carried to the north division and ignited the swirling leaves in the streets as early as 1:30 o'clock on the

morning of the 9th, but these feeble sallies were turned into an instrument of assault an hour later upon Wright's stables, near State street, where an initial attack was made upon some cars filled with oil, the flames from which highly combustible material quickly enveloped the stable in a sheet of flame.

The objective point of the fiery tornado on the north side was evidently the water works, so that the supply of water being cut off, all question of the completeness of its dire work might be at rest. The very heavens were ablaze, and flying masses of glowing timbers were falling all around. The engines were under perfect control, the men at the pumps bravely kept them going, sending millions of gallons of water through the pipes to meet the extraordinary demand, even though many breaks had occurred.

But the hour had come, and precisely at 3:20 of the clock A. M. the decisive assault was made by a huge fire brand, twelve feet in length, which was whirled directly against the water tower, instantly setting the roof in a blaze, and in thirty minutes the works were destroyed.

The building of the Historical Society on Ontario street, which contained the most valuable collection of books and manuscripts in the city, was supposed to be fire-proof; but Colonel Samuel Stone, who had been its faithful friend and collector for years, and prized its gathered treasures as if they were his own, fearing that there might be danger of loss, hastened to the rooms immediately upon hearing the alarm. He found Wm. Cochran, the secretary, who slept in the building, at the basement door receiving trunks and bundles for safe keeping, a proceeding which the colonel at once stopped closing the door and keeping others out. Some sparks of fire were already flying around the premises, and he was warned of his danger. But, hoping to save some valuable records, he closed all openings in the basement and rushed upstairs to the reception room. Seeing the firebrands falling

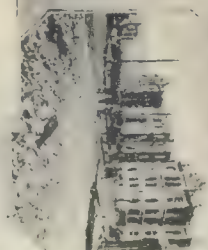
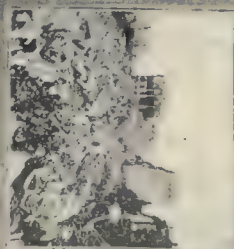
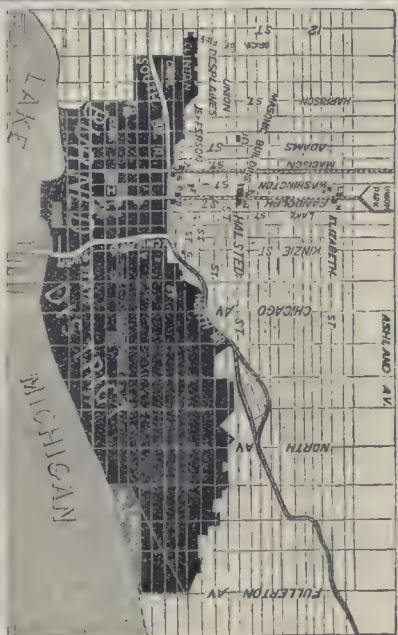
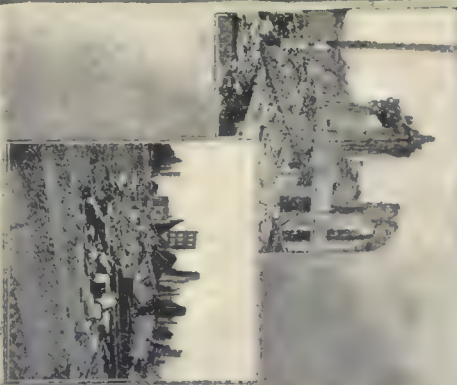
thick and fast in the yard, and the street swept by a terrible blast of flame, which had already ignited the window casements, he turned back to the reception room for the record book, and to secure President Lincoln's proclamation of emancipation. While trying to break the frame, so that it might be more easily carried, another blast of fire came, beating against the windows and roof. He then rushed to the basement, whence to make his escape. A suffocating billow of smoke and flame met him at the door. Snatching a shawl, he covered his head, and springing outside he ran for his life. Everything south was a sea of fire, and, jumping over the fence into Dearborn street, he was struck down by a fiery gust which "burnt him to the skin." He struggled along to Erie street, when, glancing behind him, he beheld the Historical Society building wrapped in flames, the fire apparently burning every brick, there being no woodwork on the north side, and in a few minutes the almost priceless collections, the fruit of fifteen years of labor, had gone to appease the Moloch of destruction. The colonel himself had a narrow escape, and indeed it was reported at the time that he and several others had perished in the building.

On, on, north and east the flames fought their victorious way, and of all the magnificent churches and the many fine residences, with their beautiful environments of trees and grassy plats, from the river to Lincoln Park, and beyond to Fullerton avenue, only one was left standing and untouched, the residence of Mahlon D. Ogden, the site of which is now occupied by the Newberry Library building.

The flames reached Chicago avenue Monday, at 10 o'clock a. m., and continued still farther north, until they were arrested by the rain Monday night, at 10 o'clock. The one house last burned on the north side was that of John A. Huck, just north of the city limits.

No pen has ever been able adequately to portray the scene presented in all its terrific

grandeur, when the fire had reached its height. As graphically described by an eye witness, on the south side: "Huge stone and brick structures melted before the fierceness of the flames, as a snowflake melts and disappears in water, and almost as quickly. Six-story buildings would take fire and disappear for ever from sight in five minutes, by the watch. In nearly every street the flames would enter at the rears of buildings and appear simultaneously at the fronts. For an instant the windows would redden, then great billows of fire would belch out and, meeting each other, shoot up into the air a vivid, quivering column of flame, and, poising itself in awful majesty, hurl itself bodily several hundred feet and kindle new buildings. The intense heat created new currents of air. The general direction of the wind being from the southwest, this main current carried the fire straight through the city from southwest to northeast, cutting a swath a mile in width, and then, as if maddened at missing any of its prey, it would turn backward in its frenzy and face the fierce wind, mowing one huge field on the west side of the north division, while on the south division it also doubled on its track at the Great Union Central depot, and burned half a mile southward in the very teeth of the gale—a gale which blew a perfect tornado, and in which no vessel could have lived on the lake. The flames sometimes made glowing diagonal arches across the streets traversed by whirls of smoke. At times the wind would seize the entire volume of fire on the front of one of the large blocks, detach it entirely and hurl it in every direction in fierce masses of flame, leaving the building as if it had been untouched; for an instant, however, for fresh gusts would once more wrap them in sheets of fire. The whole air was filled with glowing cinders, looking like an illuminated snow storm. At times capricious flurries of the gale would seize these flying messengers of destruction and dash them to the earth, hurrying them over the pavements with lightning-like rapidity, firing



THE HEART OF CHICAGO IN RUINS: LOOKING EASTWARD TOWARD THE LAKE.

everything they touched. Interspersed with these cinders were large brands covered with flame, which the wind dashed through windows and upon awnings and roofs, kindling new fires. Strange, fantastic fires of blue, red and green played along the cornices of the buildings. On the banks of the river red-hot walls fell hissing into the water, sending up great columns of spray and exposing the fierce, white surface of heat which they had enclosed. If the sight was grand and overpowering, the sound was no less so. The flames crackled, growled and hissed. The limestone, of which many of the buildings were composed, as soon as it was exposed to heat flaked off, the fragments flying in every direction with a noise like that of a continuous discharge of musketry. Almost every instant was added the dull, heavy thud of falling walls, which shook the earth. But above all these sounds there was one other which was terribly fascinating; it was the steady roar of the advancing flames—the awful diapason in this carnival of fire.”*

The scenes in the streets partook, in their bewildering excitement, of the fury of the war of the elements raging above and around them. The commotion among the people was something appalling. Some, with frantic haste, were rushing to and fro in a wild and purposeless way; some were making stupendous efforts to save their friends or property; others again, strong men, wringing their hands, their eyes suffused with tears, gazing in helpless impotency upon the melting and falling ruins. While some, with clenched teeth and set lips, gazed defiantly upon the havoc of the flames whose pathway left them penniless; others again, with a calmness born of despair, witnessed the sight with Indian stoicism. Indescribable disorder prevailed everywhere — men and women running against each other and fleeing for their lives, and others, without distinction of dress, condition or social relations,

hurrying, they knew not where, with remnants of household goods.

The passions by which men are influenced, from the lowest to the highest type of manhood, were fully brought out. The thieves and robbers were no sooner freed from the burning jail to save their lives, than they commenced again to rob and steal. Others became drunken and riotous. While brave men were making heroic efforts to help the perishing, there were not wanting hackmen and expressmen who did not hesitate to extort from homeless, heart-broken women and children from ten to fifty dollars for carrying them to a place of safety.

The guests of the different hotels were not notified of their danger until two o'clock in the morning, when the fearful stampede to the streets commenced, many of them half dressed and knowing not where to direct their steps; but on the south side it was not far to the lake, whence the avenue of escape was open to the south.

In the north division, the residence district, where the inhabitants found themselves surrounded by burning buildings, while yet believing that the demon of destruction would not reach them, a panic of the most terrible description ensued; men, women and children; flying in all directions; families separated; disorder and dismay reigning supreme. The way that promised the greatest safety was on the lake shore, where thousands upon thousands were soon huddled together. But the flames reached them even there, compelling them to invade the waters of the lake to protect their scorching bodies. Others escaped to the west side and to the north, some families moving two or three times before finding a stopping place beyond the reach of the flames.

When the smoke of the conflagration had finally cleared away, the boundaries of the fire were ascertained to be as follows:

On the west side, commencing at the corner of DeKoven and Jefferson streets, thence northerly along Jefferson to near the corner of Harrison street, thence northeast-

* The Great Conflagration, by G. W. Upton and James W. Sheahan.

erly to near the corner of Clinton and Van Buren streets, thence east to Canal street, thence north to Adams, thence east to the river, thence along the river south to Taylor street, thence west to the corner of Taylor and Clinton streets, thence south to De Koven street and west to Jefferson, the area being about 194 acres, mostly covered by lumber and coal yards. Five hundred buildings were destroyed.

On the south side, commencing at Taylor street and the river, thence east to Sherman street; thence north to Harrison; thence east to Wabash avenue; thence north to Congress street; thence east to the lake; thence northerly along the lake shore to the mouth of the Chicago river; thence westerly and southerly, along the river to Taylor street and the river bank. Within this district, the Illinois Central elevator, near the mouth of the river, the Lind Block, before mentioned, and the Methodist church at the corner of Harrison street and Wabash avenue, alone escaped destruction. The area of this district was 460 acres. The number of buildings destroyed was 3,650, including 1,600 stores, 28 hotels, and 60 manufactories; and 21,600 persons were turned out of their homes.

On the north side, commencing near the mouth of the Chicago river; thence westerly along the river to Market street; thence north to Michigan street; thence west to the river, thence northwesterly along the river to near Division street; thence northeasterly, to near the corner of Division and Wesson streets; thence west to the intersection of Hawthorne avenue; thence easterly to Clybourn avenue; thence easterly to Orchard street; thence northeasterly to Vine street; thence north to Centre street; thence east to Hurlbut street; thence north to Belden avenue; thence northeasterly to Franklin street; thence south on Franklin by Lincoln Park to Clark street; thence southerly to Wisconsin street; thence east to the lake; thence southerly to the place of beginning; comprising an area of 1,470 acres, leaving un-

touched only a small portion on Kinzie street near the river, and a few houses north of Division and west of Orchard streets. The number of buildings destroyed was about 13,300, including 600 stores and 100 manufactories. Out of a population of 77,000, only 7,000 were left with a roof to cover their heads.

The total area of the burnt district was 2,024 acres, or nearly three and a third square miles, which contained about 73 miles of street, 18,000 buildings and the homes of 100,000 people. *

How many lives were lost in the holocaust will never be known. The number was estimated at the time by Coroner John Stevens and Dr. Benj. C. Miller, the county physician, at three hundred. The charred or mangled remains of over seventy persons were brought in the day following the fire, and in all one hundred and seven. Only about thirty of these were recognized and reported. This is a small estimate considering the sick, and the many women who were in child-bed, and the helpless and infirm turned out of doors with the 70,000 homeless on the north side, the 21,000 on the south side, and the 2,000 on the west side.

The losses of property, as revised from various estimates, may be moderately set down as follows:

Buildings and improvements	\$ 50,000,000
Produce, lumber, coal and provisions.....	5,000,000
Dry goods and manufactures.....	75,000,000
Household property, libraries, etc.....	57,000,000
	<hr/>
	† \$187,000,000

To the foregoing estimate must also be added the intangible losses occasioned by the depreciation of real estate, estimated at the

* Andreas' History of Chicago II, 760.

† Included in this amount were the losses to the property of the city as follows:

City Hall and furniture.....	\$470,000
Bridges.....	\$ 71,000
Pavements.....	270,000
	<hr/>
Sidewalks ..	\$ 70,000
Water works.....	35,000
	<hr/>
Lamp posts.....	\$ 15,000
Hydrants, etc.....	60,000
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Fire department.....	130,000
Police.....	86,000
Board of Education.....	251,000
Board of Health	150,000
Sidewalks not included above.....	940,000



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Thomas Whitlock

THE HISTORY
OF THE
NEW YORK STATE

time at \$88,000,000; and that which followed in consequence of the interruption of business and manufactures, which was placed at \$50,000,000, both of which sums are merely conjectural.

The heaviest individual sufferers were not those who counted their losses by the largest array of figures, including costly blocks of buildings and their contents, but those who after years of struggle, and not yet clear of debt, lost their all. Among these were many old and influential citizens, who were never able to surmount the disaster of these fateful hours; others again, who had large insurance, and were large stockholders in insurance companies, found themselves unable to meet their liabilities, because they had to take out of one pocket a greater sum to meet assessments against them than they put in the other from insurance.

Mayor Roswell B. Mason was at his post at the court-house at 12 o'clock, midnight, where he remained, issuing orders, telegraphing to other cities for fire engines, and directing, as far as possible, a hopeless contest against the resistless enemy until the upper portion of the building was a mass of flames and the bell fell at 2.05 o'clock. At this hour he started for his home. On La Salle street, he found himself surrounded by a sea of fire, and in order to reach his home at the corner of Michigan avenue and 12th street, he had to cross over to the north side on Wells street bridge and return to the South over the bridge at Rush street. On his way he personally directed the tearing down of buildings on Wabash avenue and Harrison street, thus checking the progress of the fire towards the south, and reached his residence at 4.30 A. M.

The morning sun of October 9th tried in vain to look through the clouds of smoke upon the heart of a city, whose falling walls and smouldering ruins proclaimed its utter destruction. Here the fire had staid its ravages, because there was nothing more to feed upon, while on the north side, the flames were still lighting the air with their

last conquering efforts. The wind was yet high, but the welcome portent of the sky promised the longed-for rain.

The unequal contest had lasted throughout the protracted hours of the interminable night, and now that morning had come, the paralyzing effects of utter ruin and defeat were seen on every hand.

Yet provision had to be made for the crying needs of the hungry, homeless multitudes, and it was imperative to do something to protect life and property.

A meeting of the city officials and leading citizens was called to consider the situation by Charles C. P. Holden, president of the council, to convene at the First Congregational church at the corner of Washington and Ann streets, at 1 o'clock, whence the following proclamation was issued:

PROCLAMATION.

WHEREAS, in the Providence of God, to whose will we humbly submit, a terrible calamity has befallen our city, which demands of us our best efforts for the preservation of order and the relief of the suffering: Be it known that the faith and credit of the city is hereby pledged for the necessary expenses for the relief of the suffering. Public order will be preserved. The Police and Special Police now being appointed, will be responsible for the maintenance of the peace and the protection of property. All officers and men of the Fire Department and Health Department will act as special policemen without further notice. The Mayor and Comptroller will give vouchers for all supplies furnished by the different relief committees. The headquarters of the city government will be at the Congregational Church, corner of West Washington and Ann streets. All persons are warned against acts tending to endanger property. All persons caught in any depredation will be immediately arrested.

With the help of God, order and peace, and private property shall be preserved. The city government and committees of

citizens pledge themselves to the community to protect them, and prepare the way for restoration of public and private welfare.

It is believed the fire has spent its force and all will soon be well.

Chicago, October 9, 1871.	{	R. B. MASON, Mayor. GEORGE TAYLOR, Comptroller. CHARLES C. P. HOLDEN, President Common Council. T. B. BROWN, President Board of Police.
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At this meeting a temporary relief committee was organized, to provide for the pressing wants of the thousands of homeless, roaming wanderers, without meat or drink. Other thousands were seeking flight to the country, for whom transportation had to be provided.

The relief committee consisted of W. B. Bateham, John Buehler, M. A. Devine, John Herting, J. H. McAvoy, Messrs. Orren E. Moore, president; Charles T. Hotchkiss, secretary; C. C. P. Holden, treasurer, and N. K. Fairbank.

Dr. John H. Ranch was placed in charge of the Health Department; General Joseph S. Reynolds, in charge of the lost and found; Messrs. Stanford, Cole and Lipe at the head of the water supply.

The mayor, while the fire was yet raging, telegraphed to other cities for engines and assistance. The response was liberal and prompt beyond all parallel, as the great emergency demanded. Steam fire engines came in from New York, Cincinnati, Pittsburgh, Detroit, St. Louis, Milwaukee, Indianapolis, Dayton and Racine. Proclamations were issued by Governors Palmer of Illinois, Fairchild of Wisconsin, Baldwin of Michigan, Brown of Missouri, Merrill of Iowa, and Hayes of Ohio, reciting the facts of the great calamity, and the suffering which must be entailed thereby, and urging the necessity of immediate contributions of food and clothing to alleviate pressing wants. Governor Palmer also issued a call for a special session of the general assembly, to convene on October 13th, to appropriate

such sums of money, or adopt such other legislative measures as might be thought necessary and proper in the premises.

By six o'clock Monday evening, while the fire was still burning on the north side, supplies of food and raiment began to arrive. At three o'clock on Tuesday morning, Eli Thompson, chief of police of Indianapolis, came with two fire engines fully manned, and two car loads of cooked provisions.

Then came Governor Palmer's private secretary tendering money, troops and arms; and soon after nine carloads of supplies with five of coal from the good people of Springfield. Seventeen carloads arrived from Peoria, and a train load from Quincy; while all the neighboring towns and cities were rushing in by rail cars and wagons, boxes and bags filled with supplies. St. Louis, Milwaukee, Louisville, Fort Wayne, Boston, Cincinnati and many other cities sent with their carloads of provisions and clothing, delegations of leading citizens to assist in their distribution and otherwise to extend a helping hand in aid of the suffering. The value or amount of these supplies, coming as they did from Maine to California, including twenty-nine different States, and from Canada, England, Ireland, Scotland, Germany, France and Austria, has never been adequately estimated—that they reached far into the millions there can be no doubt.

Then followed, in quick succession, offers of money. Pittsburgh, the first to flash her beneficent liberality over the wires, said, "Our council has appropriated \$100,000." Brooklyn followed with the same amount, as did also Philadelphia, New York and Baltimore.

Large sums, from \$5,000 to \$30,000, were also telegraphed from Cleveland, Albany, Buffalo, Erie, Troy, Syracuse, San Francisco, Sacramento, Hartford, Jersey City, Norwich, Conn., Salt Lake City (\$12,000), Portland, Oregon, Toronto and Montreal (Canada) \$10,000 each, besides smaller amounts from many other cities.

Individual expressions of sympathy and

offers of aid came thick and fast, and among these one from Alexander T. Stewart, of New York, who wired "You may draw on me for \$50,000." The Lord Mayor of Dublin cabled "Will remit £1,000 to-morrow." From London: "Proceeds of a benefit, £250, paid to General Schenck." From Berlin: "Relief Committee formed here, first installment, \$15,000, Empress contributes 1,000 thalers." From the mayor of Manchester, England: "Much sympathy expressed, £5,000 subscribed immediately. Remittance forthwith." From Belfast, Ireland: "Belfast sympathizes deeply. £3,000 already subscribed." From Glasgow, Scotland: "£5,000 subscribed for relief of the sufferers."

Indeed the hearts no less than the purses of the people of this country, as well as of Europe, were opened to a generous outburst of human sympathy in aid of suffering humanity, to a degree and extent theretofore without parallel in the history of the world.

The spontaneity of this generous impulse, which lost sight of the lines of nationality, sectionalism and creed, afforded the grandest illustration ever witnessed of the inherent and indestructible brotherhood of mankind. Former resentments, petty jealousies, commercial rivalry, all faded into shadows before the presence of a calamity which appealed to the noblest instincts of humanity:

As an interesting memento of this generous financial outpouring, the following statement of the amount of the cash contributions from the different States, as reported by the Relief and Aid Society, is appended:

Maine.....	\$ 21,043	Illinois.....	66,527
New Hampshire..	22,727	Kentucky.....	27,769
Vermont.....	5,789	Tennessee.....	23,857
Massachusetts...	629,672	Michigan.....	38,414
Rhode Island....	59,507	Wisconsin.....	423
Connecticut.....	107,184	Minnesota.....	24,417
New York.....	1,358,451	Iowa.....	17,649
New Jersey.....	158,397	Missouri.....	67,504
Pennsylvania....	482,976	Arkansas.....	2,725
Delaware.....	8,070	Kansas.....	21,232
Maryland.....	182,122	Nebraska.....	17,470
Virginia.....	11,362	Colorado.....	12,835
West Virginia...	15,596	Nevada.....	1,505
Dist. of Columbia	94,470	California.....	168,512
North Carolina..	115	Oregon.....	13,884
South Carolina..	1,118	Dakota.....	00
Georgia.....	2,466	Wyoming.....	800
Florida.....	1,049	Washington....	1,509
Alabama.....	5	Utah.....	15,381
Mississippi.....	65	New Mexico....	1,495
Louisiana.....	28,933	Miscellaneous...	563
Texas.....	75,882		
Ohio.....	46,753		
Indiana.....			
		Total.....	3,846,032

FOREIGN.

Canada.....	\$ 153,463	France.....	62,783
Other Br. Am. Prov.	17,850	Belgium and Hol-	
Cuba.....	16,394	land.....	372
Mexico.....	2,272	Germany.....	81,393
Central America..	698	Austria.....	3,801
South America....	23,298	Switzerland.....	15,741
Sandwich Islands..	1,635	Russia.....	145
China.....	2,898	Italy.....	647
India.....	2,325	Portugal.....	317
England.....	435,023		
Scotland.....	75,316	Total foreign..	\$ 973,897
Ireland.....	74,161	Total U. S.....	3,846,032
Wales.....	3,163	Addenda.....	219
Total of all.....			\$4,830,148

The work of the churches was also prompt and efficient, while the hearty co-operation and liberal contributions of benevolent societies, such as the Masons and Odd Fellows, showed that the principle of brotherly love with them was not an empty profession. The ladies of the city also sprang into the work devotedly, organizing a supplemental relief society whose primary object was to seek and aid those who shrank from making their wants publicly known.

With such ample resources to draw upon, the work of relief was soon made effective—the homeless were sheltered, the hungry fed and the naked clothed.

On the 13th, the distribution of the goods and funds contributed was, by the order of the mayor, committed to the Chicago Relief and Aid Society, an incorporated organization already in existence, which centralized and systematized the great work. *

The number of different families aided up to November 25th, was 23,054. The work of the society continued until April 30th, 1874, when their final report was submitted.†

* The officers of the society were as follows:

President, Henry W. King; chairman of executive committee, Wirt Dexter; treasurer, George M. Pullman; and a board of twenty-three directors, comprised of leading citizens.

† By this report the manner in which the large sum in its hands was expended is shown as follows:

Paid order of and return to donor.....	\$ 41,560
Erection of houses, barracks and for furniture..	919,681
Hospital committee for sick and infirm.....	74,358
By Bureau of Special Relief.....	376,347
On account of the A. T. Stewart fund.....	50,000
Paid out in cash distributions.....	478,902
For the purchase of supplies.....	1,171,564
For fuel distributed.....	303,898
For rents, office furniture and printing.....	48,598
Pay rolls, insurance, transportation, postage, etc.	490,223
Night lodging houses and small poor hospital.....	3,706
Paid to sundry charitable institutions.....	456,587

Total..... \$ 4,415,454
Leaving a balance in the society's hands of \$581,328 to be distributed in charity under its direction.

The first ordinance passed by the city council was one limiting the price of bread for the next ten days to eight cents per loaf. On the same day, October 10th, the mayor issued an advisory and precautionary proclamation in regard to the use of water, giving information where supplies could be procured, warning people against passing through the burnt district, closing the saloons at 9 p. m., and requesting all citizens willing to serve to be sworn in as special policemen.

There had been evidence of incendiarism and rapine; and fearing that the police force was not sufficiently strong to afford needed protection, on the next day (October 11th) the mayor issued an order entrusting the preservation of the security and peace of the city to Lieutenant-General Philip H. Sheridan, of the United States army, then stationed at Chicago, having at his command ten companies of United States troops. The police were ordered to consult and act in conjunction with him. It was also decided to raise a regiment of volunteer home guards, which was immediately organized under command of Col. Frances T. Sherman.

On the 10th, Governor Palmer, understanding from a dispatch from Anson Stager, general superintendent of telegraphs, that the presence of State troops was desired, sent Adjutant-General H. Dilger to Chicago, who reported to General Sheridan with 200 men and 250 muskets early Wednesday morning. The mayor informed the Adjutant-General that the request for State troops had been made without his knowledge. But General Sheridan telegraphed the governor that he thought it best to retain them for a day or so. Subsequent arrivals swelled the number of State troops to 516, including companies from Springfield, Bloomington, Champaign, Sterling, Rock Falls and Rock Island. The governor himself arrived in Chicago on the 12th and had conferences with General Sheridan and Mayor Mason, when, finding that the city was quiet and orderly, State troops were ordered home.

A controversy subsequently arose between Governor Palmer and Mayor Mason in regard to the employment of other than State troops on this occasion, as an infringement upon the rights of the State. The governor presented the question to the general assembly in a special message, including the correspondence on the subject, and calling attention to the case of Colonel Thomas W. Grosvenor, who, upon refusing when challenged by one of the guards, to halt and give the countersign, was fatally shot. The Governor also complained against the subsequent ordering of four companies of United States troops to Chicago, to be ready in case of an outbreak, which many feared.

The house, by the small majority of seven votes, passed resolutions approving the Governor's action in protesting against the alleged violation of the constitution, but the Senate declined to take any action. The grand jury of Cook county, however, passed resolutions fully endorsing the course of Mayor Mason in calling to his aid the services of General Sheridan; and after giving the case of the unfortunate killing of Colonel Grosvenor a patient and careful examination, discharged the young man, Theodore N. Treat by name, who was then under arrest for the homicide.

On October 17th, General Sheridan reported that the peace and good order of the city had been perfectly restored, and on October the 23d, the use of the military was officially dispensed with, and the regiment of volunteers was mustered out the succeeding day.

The immediate wants of the citizens having been supplied, and the peace and the quiet of the city assured, the question of rehabilitation became paramount. Many yielded to a not unnatural despondency. Having lost their homes, goods, money, and practically their insurance, they felt their ambition benumbed. But true to Chicago energy and pluck, exemplified on many previous occasions of loss and peril, the mass of her citizens bravely resolved



J. Y. Sangin

1871

that the task of rebuilding should be accomplished. And to this determination the attitude of the daily press very largely contributed. No class exhibited more resolute courage and earnest faith than did the newspaper men. While among the heaviest losers, they showed a truly undaunted spirit. The *Evening Journal* never intermitted an issue an extra edition containing an account of the fire appearing on Monday evening. The *Tribune*, whose handsome edifice had been numbered among the things that were, lost no time in securing temporary quarters on Canal street, from which, on Wednesday morning, it put forth an edition containing a twelve-column story of "Chicago Destroyed." Its leading editorial sounded a trumpet call to hope and courage, as follows:

"In the midst of a calamity without parallel in the world's history, looking upon the ashes of thirty years' accumulations, the people of this once beautiful city have resolved that CHICAGO SHALL BE REBUILT, *Chicago must rise again*. The worst is already over. In a few days more all the dangers will be past, and we can resume the battle of life with Christian faith and western grit. Let us all cheer up."

It was the keynote of re-awakening energy, which, taken up by the *Journal* and the *Post* (which had also resumed), on the following day, was re-echoed by the people, who with one accord adopted the motto "*Resurgam*."

(The *Republican* and *Evening Mail* resumed publication on the 12th, the *Times* not until the 18th.)

But houses could not be built out of nothing, and brick, lime, stone and lumber cost money. Where was that indispensable commodity to come from? Of course there was the insurance, and if available, it amounted to the large sum of \$88,634,122. It was covered by 335 American and six English companies. But to the American companies the losses had been so great, that fifty-seven of them had to suspend, and were only able to pay a percentage of their liability. But

the \$6,000,000 from foreign, and the \$40,000,000, which the home companies were able to pay, the greater portion of it being received as soon as the loss was adjusted, formed a splendid nucleus for a working fund.

One of the difficulties in the way of borrowing money was found in the destruction of the recorded evidences of title, none of the county records having been saved; but this was obviated by the passage, the following April, of what was called the "Burnt Record Law," by which it was provided that the validity of private abstracts of title might be established, which might be recorded and substituted for the original records.

While the question of how much might be realized from insurance for immediate use was being debated with anxious solicitude, that even more important question of the solvency of the twenty-seven banks of the city, and of their ability to resume business, occasioned the greatest apprehension. Their resources were largely in their vaults, the condition of which could be ascertained only when their heated walls had so far cooled as to permit of examination. While the soldiers were yet guarding the repositories upon whose safety so much depended, the bankers met and resolved that they would at all events pay fifteen per cent. In the meantime, the comptroller of the currency arrived, and the vaults were opened. To the surprise of many, and the delight of all, their contents, except in one instance, were found intact,—the money and securities were all there. After some discussion, it was agreed and publicly announced that every bank would resume business as usual on Monday morning, October 17th. A feeling of relief and confidence was created by this announcement, which thrilled every pulse with new life and vigor. The banks solvent, all would be well.

While yet these important questions were being settled, and the embers from the ruins were still smoking, preparations were made

for rebuilding. Walls were pulled down and the *debris* carted off to the lake. The presence of this great body of water, adjacent to the city, proved then—as it ever has—a great blessing. Had Chicago been situated in the interior of the State, the question of the disposition of this worthless material would have proved one of grave importance and difficulty, but a dumping place was ready at hand, and it was even found possible to utilize charred bricks and timbers for the purpose of a breakwater. On Tuesday morning, October 10th, a load of lumber appeared on Washington street, and before night it was converted into a shanty, 12x16, by Wm. D. Kerfoot, and used for his office, and as a means of inter-communication between the different city divisions. *

Other similar structures, designed for temporary use, soon followed, the favorite district for this class of buildings being that bounded by Dearborn and Lake Parks, and the lake shore.

By December 1st, such was the unconquerable energy of the people, 212 brick and stone buildings were in process of erection on the south side alone, while corresponding enterprise was exhibited on the north side.

The action of eastern creditors towards Chicago merchants in the two important directions of extending time of payment, and granting liberal adjustments of their liabilities, was as prompt as it was praiseworthy, so that the resumption of business, instead of being hindered by halting confidence and tardy investigations, was made comparatively easy. The tenor of their dispatches and letters ran as follows:

"We suppose you are burned out; order what goods you require, and pay when you can. We want your trade." †

The great majority of wholesale dealers were able to pay in full, though short extensions were asked and freely granted in many instances. Some leading firms, however,

whose balance sheets showed liabilities aggregating \$1,500,000, compromised on an average of sixty cents on the dollar, payable in from three to twelve months. In fact the merchants of the city were shown to be stronger financially than they had been generally supposed to be; and in resuming business so promptly, in meeting their liabilities so honorably, and facing their losses so bravely, they secured the good will, not only of their eastern correspondents, but also the respect and sympathy of the merchants of the West, many dealers in that section sending in orders to Chicago for the first time.

Thus, from what at first appeared to be the ashes of a once prosperous trade, arose a commerce far surpassing in volume and territorial extent the business of the devastated city, while there were imparted to Chicago trade elements of stability and growth unknown in the past.

Meanwhile the various departments of the city government were resuming their functional operations as rapidly as possible.

The next step necessary, after providing for the more efficient police protection of the city and supplying the destitute people with food and clothing, was to afford them better facilities for obtaining purer water, the supply of this indispensable element being at first furnished only by water carts and artesian wells, and through pumping a alimited quantity from the river. This deprivation continued until the 21st, when, through the employment of an extra large force of men, the great engine of the water works was again put into successful operation, and the people once more had all the water they wanted.

Gas was furnished to the south side by the People's Gas Company of the west side as fast as the necessary connections could be made.

The mayor on the 11th removed his office temporarily to the corner of Hubbard court and Wabash avenue, and on the next day the Madison street police station was fixed upon as the meeting place of the city council. The various courts found it diffi-

* Kirkland's "Story of Chicago," p. 329.

† "The Great Conflagration," by Colbert & Chamberlain, p. 339.

cult to secure suitable and convenient rooms, and the members of the bar were put to great inconvenience in going from one court to another. The former court-house was soon sufficiently repaired to answer for the holding of the county and criminal courts. The United States court had to go at first to Congress street, securing soon after more suitable quarters in the National Life Insurance building on La Salle street, while the State courts, superior and circuit, were housed in the High School building on the west side. Arrangements were made at a meeting of the council, October 12th, for the immediate building of a temporary city hall, on a lot owned by the city at the southeast corner of Adams and La Salle streets. It was called the "reservoir lot," and had upon it a water tank built of iron and brick, which had been used in connection with the water service on the south side. This tank was built around and utilized for vaults. The two-story building, hastily constructed without regard to architectural ornamentation, and soon bearing the nickname of "The Rookery," was quickly completed, and occupied by the various city departments and the courts, January 1, 1872.

Its construction and furnishing only cost \$75,000, but it continued to be used as a city hall until the completion of the new one in connection with the court house in 1885. A new building for the criminal court and county jail was erected on Michigan street, on the north side, and occupied in 1873.

The post office found a temporary home in Burlington Hall, corner of State and Eighteenth streets, whence, in December, it was removed to the Wabash Avenue Methodist Church, corner of Harrison street, where it remained until 1874.*

Important results, as an offset to the losses of the great fire, ensued, which may be briefly enumerated as follows:

First. An increase in the efficiency and force of the fire department; and in this connection the more careful organization and securing of the greater financial strength of fire insurance companies.

Second. A marked improvement in the structure of buildings erected in the business district, particularly in regard to their fire-proof qualities. This is evidenced by the substantial blocks of steel, brick and stone which now line the principal thoroughfares. So thorough, indeed, have been the improvements in the methods of construction that, comparatively, no serious fire has occurred in the commercial center since 1871. In one word, the Chicago of 1893, in point of solidity and immunity from conflagration, is far in advance of what it would have been had the sweeping fire of October, 1871, not occurred.

Third. The removal of the business center to a locality three or four blocks farther south and the expansion of its area to avoid or postpone a threatened congestion.

Fourth. The obliteration of previously existing artificial lines and the re-organization of society upon a broader and more natural, and therefore more healthy, basis; together with the retirement of a certain element in business which might, perhaps, be most aptly characterized as fossilized, and the introduction of new capital and fresher blood into the arteries of trade.

Another result was forever to connect the name of Chicago with the greatest urban fire known to history, next to that of London in 1666, which it closely resembled in many particulars, yet which, in the number of acres burned over and the houses consumed, it very considerably exceeded. There were the coincidences of a preceding hot and dry summer, of the blowing of a gale of wind to foment the flames, and of the fire originating on Sunday. The London fire, however, continued for

* Bibliography.—Authorities freely used in writing the account of the fire: "Chicago and the Great Conflagration," by Elias Colbert and Everet Chamberlain. "The Great Conflagration," by James W. Sheahan and George P. Upton. "History of Chicago," by A. T. Andreas. "Chicago As It Was and As It Is," by Frank Luzerne. "Great Fires of Chicago and the West," by a Chicago clergyman. "The Chicago Fire," a bound volume of pamphlets and a collection of manuscripts on the subject in the Chicago Historical Society Library. Report of the Chicago Relief and Aid Society, 1874.

three days, and burnt up nearly five-sixths of the city, which at that time contained 350,000 inhabitants. The area burnt over was 436 acres, and there were destroyed 13,200 dwelling houses, St. Paul's cathedral, and eighty-nine parish churches, besides "great houses," schools, prisons and hospitals.

But in the case of London, while the rebuilding of the city progressed slowly, yet surely, it required over two years to clear away the crumbling walls and ruins. "All debts were wiped clean off the slate." Mortgages, promissory notes, drafts, rents—all were canceled.* What became of the poor, and there was little saved by any one, the record fails to state. The city provided work, but food and raiment had to be earned; while the history of the Chicago fire will be forever and indissolubly linked with the tale of the unparalleled outpouring of human sympathy in words of hearty encouragement, and in gifts of princely munificence.

The rebuilding of the city, which was begun with such indomitable will and determination before the ruins had fairly cooled, was continued with such persistency that at the close of the first year thereafter one-half of the burnt district in the south division was covered by new buildings, the sum of \$38,134,700 having been expended upon their construction. During the same period over \$6,000,000 had been expended for buildings on the north side, and \$1,000,000, on the west side; and in two years from the great catastrophe a stranger visiting the city would not have imagined, from anything he could see, that any such disastrous event had ever occurred.

But the decade comprised within the "seventies" in the history of Chicago, and which before the expiration of its second year cast such a malign shadow over the city's prosperity, had still in store other vials of wrath to be poured out upon its devoted head, at intervals, later on, making this the most noted period of "set-backs"

which the citizens had ever known. These untoward events will be noticed in the order of their occurrence.

The biennial election for city officers, which was held on Monday, November 7th, 1871, less than a month after the fire, awakened unusual interest because of the popular demand, under the circumstances, for a strong and efficient government. At the previous election, so loud had been the complaints against the rule of political bosses and ringsters, that both the leading parties yielded to a generally expressed preference for a citizens' ticket, which was successful at the polls. Under the existing conditions, in view of the blending of interests induced by a common misfortune, there was still less disposition to raise old party banners, and what was termed the "Union Fire-Proof" ticket was nominated, headed by Joseph Medill for mayor, and was elected by a majority of over 10,000, over a mixed ticket, with Charles C. P. Holden, late president of the council, for the first office.

Mr. Medill had already achieved a national fame as an editorial writer, had served with distinction as a member of the constitutional convention of 1870, and now entered upon the discharge of his official duties with a clean record, which he maintained through the trying period of his administration.

The task set before the new executive was indeed beset with difficulties well-nigh insuperable. A new city hall, school houses, engine houses and police stations were to be erected, burnt bridges and viaducts to be replaced, miles of sidewalk to be rebuilt, and fire apparatus, hydrants and pipes to be purchased. To meet these requirements, all of them essential to the city's rehabilitation, required the expenditure of large sums of money, and the mayor found himself confronted with a depleted treasury. The rescinding by the last council of \$1,442,790 of the taxes of 1872 on account of the fire, and the provision by law for rebates on destroyed property, involving large sums in the aggregate, deprived the new administration

* Walter Besant's "London," in Harper's Monthly, Vol. LXXXIV., p. 297.



James Couch.

of one-half its resources. And to add still further complications to a situation already surcharged with difficulties, the newly organized supreme court of the State, overruling all former precedents, had lately decided several cases in which parties were resisting the payment of city taxes on special assessments, involving \$790,164, adversely to the city.

The assumption by the State of the city's canal debt, amounting to \$2,955,340, however, a large portion of which was paid in December, enabling as it did the mayor to provide for interest coming due, and to meet other pressing obligations, afforded great relief. Retrenchment in the city's outlays and needed reforms in administration were insisted upon by the mayor, and measures to that end were adopted by the council with so little friction that the action was practically unanimous.

By March, 1873, the work of rebuilding the bridges and viaducts destroyed by the fire was about completed, at a cost of \$526,921 for the former, and \$189,573 for the latter. Commendable progress was made also in street improvements and in replacing other public losses by the fire.

The years 1871-2 were mainly devoted by the Board of water commissioners to the making of necessary repairs, and the completion of works already under way.

In 1872 a lot of ground was purchased near the intersection of Ashland and Blue Island avenues (133,792 square feet) to locate the pumping works to aid in supplying water in the southwestern portion of the city. The new water tunnel from the crib to supply these works was begun July 12, 1872, and with the land extension tunnel was completed in 1874, the former costing \$411,510, and the latter \$545,000.

A new engine, designed by chief engineer Cregier, was completed and put in operation at the main station, and Chicago avenue opposite the pumping works was widened one hundred feet by the purchase of ground from Wm. Lill, chiefly to

diminish the risk by fire to the buildings and machinery. *

The great demand and high prices paid for labor, skilled and unskilled, brought to the city a large influx of mechanics and laborers. With them came also the criminal class in great numbers, and the saloons and gambling hells were never before so prosperous, nor so law-defying. The mayor, as is usual in such cases, had to bear the blame of the city's iniquities. Then came the reformer, that respectable citizen who means well but is generally hampered by impracticable methods—the mouthpiece of men who desire to run a city as they would a church or a Sunday-school. They took the ground that the comparatively unrestricted sale of liquors, and the keeping of saloons open on Sunday, were the principal causes of the prevailing and increasing lawlessness and crime. They formed themselves into committees and called meetings, at which the mayor was denounced for failing to execute the laws. They called upon his honor with numberless petitions and insisted, among other things, that an old ordinance for Sunday closing, passed under different conditions than those then existing, should be enforced.

The contest over this always vexed question continued until the close of Mr. Medill's administration. It involved frequent changes in the police force, including the appointment in July, 1872, of Elmer Washburn, late warden of the penitentiary at Joliet, as superintendent, and a new Board of commissioners. Before the complications arising from these changes and the controversy

*—The following table shows the number of million gallons furnished to citizens, the amount of rents collected, operating expenses and interest paid, for this decade:

YEAR.	MILLIONS GALS. FURNISHED.	AMOUNT OF RENTS.	EXPENSES.	INT. PAID.
1870	7,945	\$539,318	\$211,973	\$286,549
1872	10,051	544,465	302,786	241,679
1874	13,903	705,926	300,955	312,768
1876	15,246	833,963	286,776	351,128
1878	19,564	944,190	266,173	318,284
1879	20,557	922,011	255,416	291,172

over the liquor question were adjusted, came the panic of 1873.

The period of inflation of prices, and abnormal speculation in stocks, bonds and other securities, together with the depreciation in real estate, precipitated the money crisis of September, 1873, followed by the failure of Jay Cooke & Co., of New York and Philadelphia; the suspension of many other banking institutions and widespread panic. The banks of New York sought to bridge over the threatening current by the issue of loan certificates; but those in Chicago, which, indeed, proved that they were in better condition than similar institutions in other principal cities, and were less affected by the general derangement, refused to resort to any such temporary expedient and bravely met the storm, continuing in business as theretofore—only one bank, the Third National, yielding to the pressure, and that for only a few days. But nevertheless the inevitable tendency of the financial situation, with falling markets and stringency of money, was towards the weeding out of the weaker institutions.

It was seen that the day of settlement could be, in many instances, no longer postponed, and failures followed with more or less frequency, including within the next four or five years twenty-one Chicago banks or banking houses, besides many individual firms, thus seriously retarding the improvement of the city and the progress of legitimate business.

On August 18, 1873, Mayor Medill notified the council that he intended to be absent from the city for an indefinite period, and on account of ill-health did not again resume the discharge of his official duties. Lester L. Bond was elected "acting mayor" and took his seat as such August 22d.*

*The following is a list of appointments made by Mayor Medill during his incumbency of the office, other than those elsewhere named, namely:

J. Wright, city weigher, Dec. 16, 1872.

J. K. Thompson, commissioner of public works, Jan. 15, 1872.

Augustus H. Burley, city comptroller, Feb. 12, 1872.

The year 1872 had been noted for the attempted disintegration of the Republican party, a movement which in Illinois, had the support of such leading Republicans as Judge Trumbull, Governor Palmer, Judge David Davis, John Wentworth, and indeed a majority of the old-time leaders of the party. The only hope which the Democratic party had of success was to consolidate with the Liberal Republicans, an arrangement which was not at all difficult to effect. The liberals were indeed numerically strong in the leadership furnished, but failed to attract the rank and file of the old party; and with such a candidate for President as Horace Greeley, who possessed but few qualifications commending him to the Democrats, it did not require any great effort on the part of the Republicans to secure the re-election of General Grant.

The tendency in 1872-3 to break away from former party relations, and the fact that mayor Medill had no distinctive partisan organization at his back during the agitation of the Sunday-closing controversy, rendered it easy for the leaders who inaugurated the movement to secure a large following for

Thomas Hoyne, Willard Woodward, Herman Baxter Robert F. Queal, Samuel S. Hayes, Elliott Anthony, Daniel L. Shorey, James W. Sheahan and Julius Rosenthal, directors of the Public Library, April 18, 1872.

C. G. Hammond, inspector House of Correction, May 6, 1872.

John C. Haines, inspector House of Correction, May 26, 1873.

E. F. C. Klokke, police commissioner, July 1, 1873.

Wm. H. King, Edwin H. Sheldon, James Goggin, Wm. H. Wells, Chalkley H. Hambleton, members of the Board of Education for three years; A. C. Calkins, Eben F. Runyon, Joseph S. Reynolds, Leander Stone, John Bonfield, for two years, and Thomas Wilce, John C. Richberg, A. E. Bishop, Ernest Prussing and Washington Hensing, for one year, July 1, 1872.

James Bromfield, inspector of gas meters, July 1, 1872.

Charles A. Reno, police commissioner, Nov. 18, 1872.

John O'Neil, oil inspector (1873).

McGregor Adams, Charles E. Moore, Samuel Hoard, B. C. Miller, A. N. Waterman, W. B. Bateham, members of Board of Health (1873).

Thomas Wilce, John C. Richberg, Ingwell Oleson, John P. Olinger, Edmund Juessen and T. J. Bluthardt, members of Board of Education.

Wm. Buckley, captain of police (1873).

R. Cleveland, Carlisle Mason, board of police (1873).

Louis J. Lull, captain of police (1873).

W. B. Bateham, fire marshal, Aug. 11, 1873.

the formation, in 1873, for the purposes of city government, of what was called the "People's Party." Mr Medill was neither narrow nor illiberal in his views on the Sunday closing question, knowing full well the difficulties in dealing with it; but while he could not yield to the ironclad measures demanded by the ultra temperance people on the one hand, neither could the sanction the views of the saloon element which demanded that the saloons be run "wide-open" all night and Sunday too. The revolt against his administration, principally on this ground, included not only a large number of German Republicans, but also the entire membership of the Democratic party. The movement culminated in the Kingsbury Hall mass meeting, September 27, 1873, at which a platform of principles was adopted covering the points in dispute. This platform declared against sumptuary laws and special legislation on the temperance question, and against "the right of any one class of individuals to prescribe how or in what manner Sunday or any other day shall be enjoyed by a few people."

In the meantime, the law and order party as it was called, being determined to keep up the fight against the saloons, held a convention October 17th, and selected for their standard-bearer Lester L. Bond, who had been acting mayor since August 22d. David A. Gage was nominated for city treasurer, A. L. Morrison for collector, W. H. B. Gray for assessor, and I. N. Stiles for attorney.

The convention of the people's party was held October 24th, and nominated the following ticket: for mayor, Harvey D. Colvin; city treasurer, Daniel O'Hara; collector, George Van Hollen; assessor, Charles Dennehy; attorney, Egbert Jamieson. This ticket was successful at the election, November 4, 1873, by over 10,000 majority.

Mayor Colvin had been a Democrat before the war, but since then had acted with the Republicans. He very early discovered the fact that he would be in a much better position as the

representative of one of the old parties, than as the exponent of the ephemeral organization made up from portions of both of them, and jealous of each other as to the distribution of patronage.

The settlement of the saloon question was easily effected by the passage of an amended ordinance, providing for the closing on Sunday of all doors and windows opening out upon any street, and the paying \$52 for a license fee; but with the division of the spoils of office came irreconcilable differences and collisions.

The Democrats having furnished much the largest portion of the "People's Party," naturally claimed and received the greatest share of the loaves and fishes, and the new party as a consequence was very quickly disrupted.

What had been regarded in amending the saloon ordinance as a proper concession in favour of personal liberty was interpreted by the lawless and vicious as a license to do as they pleased. In obedience to what was construed to be the will of the people, discipline in the re-organized police force was relaxed. Saloons were virtually freed from municipal surveillance, and as additional attractions, in some localities, fancifully costumed waiter girls, and a bad travesty upon the Parisian cancan were introduced. Gambling halls and brothels flourished, and vice held high carnival. The reaction against the policy of the administration of the "People's" mayor was as complete and pronounced as his majority had been large.

On July 14, 1874, while the ferment consequent upon the factional contests within the people's party was still raging, and as if there might be a disposition to forget or underestimate the losses of October, 1871, another portion of the city was swept by a disastrous conflagration, which but for that experience would have been regarded as an appalling calamity. It originated in a two story frame building at 449 South Clark street, at 4:30 p. m. in a

Colvin's
Administration.

Fire of 1874.

locality where there were many other similar structures, and with a southeast wind blowing, as on the occasion of the "great" fire, made considerable progress before the engines reached the ground. Having such favorable material to play upon, the flames rapidly swept in a northeasterly direction across Clark street, Fourth and Third avenues, Adams and State streets, Wabash avenue, Eldridge, Peck and Hubbard Courts, Polk and Van Buren streets, Michigan avenue and Harrison street, a district extending to the southeast line of the former fire, and comprising the large area of forty-seven acres. The number of buildings consumed was eight hundred and twelve. The fire lasted until 3:30 o'clock a. m. of the 15th, and it was feared at one time that it would still more closely approach the magnitude of its great predecessor. The loss was estimated at \$2,845,000, of which the already overburdened insurance companies had to bear \$2,200,000.

The question of the re-organization of the city under the general incorporation act of the State having been submitted to the people at an election held April 23, 1875, it was carried in the affirmative.

By this act the Board of police commissioners was legislated out of office, the functions theretofore discharged by that body being devolved upon a city marshal, who in turn was superseded by an officer styled the superintendent of police, and the system of management and control as it at present exists was gradually introduced. George L. Dunlap, who was the first marshal under the new arrangement, appointed by the mayor July 19, 1875, and having resigned November 22d, following, was succeeded by R. E. Goodell, the last to hold that position. On October 4, 1875, M. C. Hickey was appointed general superintendent of police, vice Jacob Rhem, resigned, and Joseph Dixon, deputy.

Among other important appointments made by mayor Colvin were S. Snowden Hayes, comptroller; Matthias Benner, fire

marshal; Noel B. Bagden, prosecuting attorney; Michael B. Bailey, superintendent of buildings; A. M. Billings and W. J. Onahan, directors of the public library; John B. Drake and S. M. Moore, fire commissioners, and W. J. English, member of the Board of education.

A large amount of city scrip, over \$900,000, which had been issued to meet pressing wants, was found to have been based upon what proved to be unlawful assessments in 1873-4, and to be in excess of the constitutional limit of indebtedness was, it was contended uncollectable by law, and there was talk of repudiation. But at a meeting of the citizens, called by the mayor, it was resolved that this scrip should be paid, and a bill prepared by the city legalizing the tax levy of 1873-4 was accordingly passed by the legislature. This act made the scrip good beyond question, and it was paid in due course.

Under the new charter the time for holding the city election was changed from November to the third Tuesday in April. The question arose whether the mayor's term of office expired in April 1876 or 1877, in regard to which a dispute arose, and the question, in an agreed case, was submitted to the supreme court, which, being divided in opinion, gave no decision. When the time came for holding the city election, in April, 1876, in the notice sent out by the council of the offices to be filled, that of mayor was omitted. In the meantime, the prominence of the "bummer" element in the conduct of city affairs, the laxity with which the city ordinances were enforced, the prevalence of crime and the controversy between the "tax fighters" and the "tax eaters," which grew out of the hard times then prevailing in the country, had contrived to render mayor Colvin's administration generally unpopular, particularly with the better class.

At the largest mass meeting ever held in the city, convened at the Exposition building and estimated to number over 25,000 voters, it was resolved that a mayor should be elected

at the approaching April election, and Thomas Hoyne was selected as the candidate. Mr. Hoyne received over 33,000 votes, and twenty-four out of the thirty-six aldermen elected were Republicans, only eight of the entire number being favorable to the Colvin administration. The new council on May 8th declared in favor of Mr. Hoyne, who was soon after recognized as the legally qualified mayor by all the departments of the municipal government except the comptroller's. Mr. Colvin declining to surrender his office, the city enjoyed for nearly two months the presence and rivalry of a dual mayoralty. The courts being again appealed to, Judge McAllister decided that the election of Mr. Hoyne was illegal, but that the office of mayor should have been included in the call for the April election. The council accordingly ordered a special election for mayor to be held July 13th, which ended the contest.

Mr. Colvin was unquestionably sincere in his intentions to give the people a satisfactory administration. His personal character was above reproach, but he was hampered by untoward influences which he was unable to withstand.

The Republicans decided to make a party nomination for mayor at the special election in July, 1876, and the honor was bestowed upon Monroe Heath, who had served two years acceptably in the council. He was opposed by Mark Kimball, Democrat, and James J. McGrath, independent, the result being that the Republican candidate was successful by a majority of over 800.

Mr. Heath was a leading merchant and manufacturer, and except as a member of the council had never held office. His experience as a prosperous business man was found to be equally as valuable in the discharge of his official duties.

The city finances at the time were, as indeed they had been for some time, in a very deplorable condition. The books of the comptroller showed that the following amounts of taxes for the years specified were yet uncollected: 1869, \$108,007; 1870, \$180,323; 1871,

\$95,915; 1872, \$304,937; 1873, \$661,358; 1874, \$1,574,270; 1875, \$3,554,763; total, \$6,469,576. After charging off the items for 1866-70 as uncollectable, and the probable losses by failures and removals for other years, the amount still footed up over \$5,100,000. The floating debt of the city aggregated nearly \$5,000,000, to which should be added the amount lost through the defalcations of David A. Gage, late city treasurer, of over \$300,000, and George Van Hollen, city collector, of over \$100,000.

The demands of the people for an economical administration were met by the passage of an ordinance reducing the salaries of all city officers from twenty to fifty per cent., and abolishing the offices of tax assessor and tax commissioner. An ordinance was indeed passed by the council dispensing with the lighting of one-half of the street lamps, but that his honor vetoed. An ordinance was approved abolishing the Board of Health, substituting a single commissioner in its place, Dr. Brockholst McVicker securing the appointment.

Other appointees of the mayor during his first term were as follows: L. D. Cleveland, superintendent of buildings; H. P. Wright, health commissioner, vice Dr. McVicker, resigned, and Oscar C. DeWolf, vice Dr. Wright, resigned; Adam Graham, city weigher; W. H. Heafford, collector; and J. F. Stafford, oil inspector.

At the regular April election in 1877, Mayor Heath, having been renominated by the Republicans, was re-elected over Perry H. Smith, his Democratic opponent, by a majority of 11,432. The other city officers elected were Charles R. Larrabee, city treasurer; Richard S. Tuthill, city attorney, and Casper Butz, city clerk, all Republicans, by majorities ranging from 2,500 to 6,900.

The following officers were appointed by the mayor: corporation counsel, Joseph F. Bonfield; prosecuting attorney, A. L. Linscott; oil inspector, Emory Cole; police justice, A. L. Morrison; members of the Board of Education, Philip A. Hoyne, J. L. Dennis, Edwin

G. Keith, C. H. Reid, Melville E. Stone, and William Vocke ; directors of the public library, Sidney Smith, George Mason and J. B. Walker.

The years 1875 and 1876 were distinguished for their "hard times," consequent upon declining prices and the contraction

Riot* of
1877.

of business. All employment and wages shared in the general depreciation. Manufacturers and owners of mines and railroads, to lessen their margin of losses, resorted to reductions in the compensation paid to their employes. Laboring men throughout the country strenuously opposed this attitude of their employers, and becoming first restless and then aggressive, resisted their demands by well organized strikes. The inauguration of a general strike at Pittsburgh, in July, 1877, was taken advantage of by the vicious element which is found in all cities—the criminally idle, the vagrant and the anarchist—to further their own ends by robbery and destruction. Public meetings of the most turbulent character were held and entirely controlled by inflammatory agitators. These assemblages, thus influenced, refused to listen to reason, and soon drifted into uncontrollable mobs, which in many cities took forcible possession of manufactories, mines and railroads, and destroyed millions of dollars worth of property. At Pittsburgh hundreds of lives were lost, and "every vestige of railway property was burned—buildings, machinery and rolling stock, including 125 first-class engines."* In Illinois, "cars loaded with grain, flour and live stock were side-tracked and stopped. Railway trains, machine shops, yards and factories at Chicago, Peoria, Galesburg, Decatur, East St. Louis, and other points, were in the hands of furious mobs, as were also the mines at Braidwood and La Salle."† All business, of course, was prostrated.

The trouble began in Chicago, July 23d, on which day a mass meeting of workingmen was held. On the 24th Governor Cul-

lom issued a proclamation, warning the people of the State against violence and outbreaks against the law, and calling upon mayors of cities and sheriffs of counties "to be vigilant in repressing the first symptoms of violence." A strike was determined upon by railway employes in Chicago on the evening of this day. Hostilities commenced on the evening of the 25th, in an attack, by a mob, composed principally of foreign malcontents, upon the round-house of the Chicago, Burlington & Quincy railroad. At Fifteenth street, a squad of sixteen police, commanded by Lieutenant Callahan, was violently assaulted, and after a desperate and courageous resistance, in which the officers freely used their pistols, the mob of three thousand desperate rioters was forced to retire. A large amount of damage was done to property, and the list of those seriously wounded was a long one.

On the morning of the 26th, Mayor Heath called upon General Joseph T. Torrence for assistance. General Torrence advised him to apply to the Governor, as he could receive orders only from the Executive. In reply to a telegram the Governor wired the mayor to apply to General Torrence, who would render aid in suppressing the disturbance. Another dispatch was sent to the General as follows: "Mayor Heath will call for assistance during riots in the city of Chicago; will you render such assistance as you deem prudent?" General Torrence at once reported to Mayor Heath, and gave orders for the proper disposition of the regiments composing his brigade, one commanded by Lieutenant Colonel S. B. Sherer, and the other by Lieutenant Colonel James Quirk; Bolton's battery and a company of the first cavalry were also brought into service, while four companies were organized from the veterans of the late war, and one from the employes of the post office. For a detailed account of the movement of these various organizations, and of the valuable service rendered by them and their commanders, in the preservation of property and the repres-

*Kirkland's Story of Chicago, 376.

†Moses' History of Illinois, II. 852.



Joseph P. Torrence

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sion of violence, the reader is referred to the exhaustive and interesting report of General Torrence, which appears in connection with his biographical sketch in chapter XVIII of this volume.

The conflict was renewed early Thursday morning at the Sixteenth street viaduct on Halsted street, where a large force of rioters had gathered as early as eight o'clock. At first they slowly gave way, but gathering strength, they rallied and finally compelled the police to retire. Reinforcements arrived and the fight was maintained with great determination, the mob holding its position until the militia—two cavalry companies and the second regiment, commanded by General Torrence in person, came to the relief of the well-nigh exhausted constabulary. No firing occurred, the militia finding no armed force to contend with, but some three or four hundred men were taken to station-houses and hospitals.

Another determined struggle occurred at the bridge on Archer avenue, where the rioters for some time successfully resisted all opposing efforts. In the meantime, while the fight was raging at the viaduct in the morning, a meeting of the rioters was being held at the Turner Hall on West Twelfth street, which was controlled by foreign communists who aroused the people to a frenzy of excitement by their complaints and threats. The crowd which gathered here was attacked by the police both in front and rear, about ten o'clock, and, with that inside the hall, quickly dispersed.

On Thursday night the police stations were filled to overcrowding with prisoners, and the hospitals with the wounded. The number of the latter was estimated at about three hundred and fifty. The rioting ceased with Thursday, and, although the arrests amounted to over four hundred, all were released after an imprisonment of two or three days.

The culminating period of expansion and inflated war prices consequent upon an irredeemable circulating medium had now been reached. The highest premium for gold was in July, 1864, when one dollar in that coin brought \$2.85 in currency; the average price for that month being \$2.58 in currency for one in gold. The average price of gold for the next six years was as follows: 1865, \$1.57; 1866, \$1.40; 1867, \$1.38; 1868, \$1.39; 1869, \$1.33; 1870, \$1.14; where it

remained, with only a few cents reduction, until 1875.

Prices, unnaturally inflated during this period, especially when the market was manipulated by speculation, kept pace to a great extent with the depreciation of the currency, as may be seen by the following table of highest prices paid for certain leading articles in New York for the years specified.*

TABLE OF PRICES.

	1861	1864	1867	1871	1874	1878
Mess beef, per bbl....	\$ 6.25	\$16.00	\$24.00	\$18.00	\$11.50	\$13.50
" pork, ".....	18.00	43.25	24.10	23.00	24.25	13.00
Wheat, bush.....	1.60	2.75	3.40	2.00	1.35	1.31
Flour, bbl.....	5.65	11.75	11.30	7.00	7.00	5.50
Corn, bush.....	74	1.97	1.40	90	84	60
Oats, bush.....	47	1.02	94	70	53	45
Wool, lb.....	45	1.10	37	63	48	38
Butter, lb.....	22	48	48	42	39	20
Rice, per cwt.....	7.25	15.50	12.50	9.75	10.00	8.00

The wisdom, if not the absolute necessity, of getting back to specie payments, especially by the government, whose circulation of legal tenders, otherwise called greenbacks, was over \$340,000,000, was recognized and, indeed, insisted upon, soon after the close of the war by leading bankers and financiers on the one hand and strenuously opposed by those who deemed it an unwise, if not dangerous policy on the other. And the reams of foolscap paper covered over by arguments *pro* and *con* upon this mooted question at the time, in speeches, pamphlets or books, would fill a good sized warehouse.

The national platform of the Republican, Democratic and Liberal parties of 1872 alike contained planks in favor of the resumption of specie payments.

The act providing for resumption on the first day of January, 1879, was introduced into the senate (XLIII Congress) December 21, 1874, by John Sherman, and passed that body the same day by a vote of 32 (all Republicans) to 14 (all Democrats except two independents—Hamilton, of Texas, and Upton, of Nebraska). It passed the house January 7, 1875, the vote in its favor being 136 (all Republicans) and opposed 98 (75 Democrats and 23 Republicans).

In the XLIV Congress, which had a Democratic majority in the house, a bill to repeal the clause of the act, naming a

* American Almanac, 1880, pp. 100-1.

particular day for resumption, introduced into the House by Representative S. S. Cox, August 5, 1876, passed that body by a vote of 106 yeas (all democrats except three) to 86 nays (mostly republicans), 93 members not voting. No action was taken on the bill in the Senate, which was republican by a small majority.

The Republican National platform of 1876 declared on the subject as follows: "Commercial prosperity, public morals and National credit demand that this promise (to make provision at the earliest practical period for the redemption of the United States notes in coin) be fulfilled by a continuous and steady progress to specie payment." The Democratic platform denounced "the financial imbecility and immorality of that party (the Republicans), which during eleven years of peace has made no advance toward resumption, but instead has obstructed resumption by wasting our resources, and has annually enacted fresh hindrances thereto. As such hindrance we denounce the resumption clause of the act of 1875, and we hereby demand its repeal." Mr. Tilden, in his letter accepting the Democratic nomination for the presidency in 1876, dwelt chiefly upon this subject, criticising severely the act of resumption. He declared that specific measures and the actual date of resumption "were matters of detail which belonged to the domain of practical administrative statesmanship," and that without just preparations therefor, legislative commands fixing a day to resume were a sham, nay, worse: "They are a snare and a delusion to all who trust them."

The platform of the greenback party declared: "We demand the immediate and unconditional repeal of the specie resumption act of January 14, 1875, and the rescue of our industries from ruin and disaster resulting from its enforcement."

In the Forty-fifth Congress (1877-9), the senate was composed of thirty-eight Republicans, thirty-seven Democrats, and one (Davis, of Illinois) Independent. The

house had a Democratic majority of twenty. A bill introduced October 31, 1877, in the house as a substitute by Mr. Fort, of Illinois, provided for a repeal of "all that part of the act approved January 14, 1875, known as the resumption act, which authorizes the secretary of the treasury to dispose of United States bonds and redeem and cancel the greenback currency," passed that body by a vote of 133 to 120—a few Republicans voting yea and a still smaller number of Democrats voting nay. A bill, however, also introduced by Mr. Fort, April 29, 1878, passed both houses at this session, suspending the further retirement of the legal tender currency, and providing that "when any of said notes may be redeemed they shall be reissued."

As the time fixed for resumption drew nigh there were grave apprehensions on the part of many in regard to its successful accomplishment, and its effect upon the business of the country. In consequence, investments were cautiously made, all new ventures being excluded from the list. The unfavorable experience of older countries, especially of England in her attempt to resume specie payments at the close of the Napoleonic wars in 1815, under somewhat similar circumstances, was urged against it. The long-looked-for day, anticipated with confidence by some, and dreaded by others, at length arrived, and in New York, the great money centre of the country, the morning of January 2,—the first being a holiday—was greeted by the government by the firing of a salute in honor of the event. The stars and stripes were run up over the sub-treasury, the custom house, and nearly all the banking institutions in the city. Indeed, as far as the eye could reach on Wall and Broad streets, the old flag was seen to float from every building. To be prepared for any emergency, the sub-treasury had accumulated in its vaults \$110,000,000 in gold coin; and for the first time in seventeen years, on entering a bank a customer beheld stacks and rolls of gold which he could have in exchange for his greenbacks or national

bank bills for the asking. There was no excitement, no rush toward any particular bank, and the demand for specie, which was small, emanated chiefly from unfriendly sources. Indeed, at the close of the day's business, the banks had received more coin than they had paid out. And so in other cities all over the country, especially in Chicago, where the bankers, who were thoroughly prepared for any reasonable demand, passed a quiet and agreeable day in the transaction of routine business.

The prophets of evil proved to be false ones. None of the calamities foretold by them occurred—not even the contraction of the currency. For to the bank notes and greenbacks already in circulation were added untold quantities of gold theretofore hoarded in safely stowed away bags and stockings, the contents of which were no longer reserved, because they were of no greater value than the currency. The money market, instead of becoming close, grew easy and the country with financial systems, the excellence of which has been fully established by every succeeding year, affording a sound and safe circulating medium, always convertible into gold, entered upon a period of growth and prosperity which has never been seriously interrupted from that time until the extraordinary financial disturbance of the past summer (1893).

On September 18, 1876, the council abolished the Board of public works and vested the power, duty and authority thereof in the Mayor of the city, who continued to exercise control until 1879, when provision was made for placing the department under the charge of a commissioner. *

*The following is a list of the officers of this department for the years stated:

1871-2-3. W. H. Carter, president; Redmond Prindleville, treasurer; J. K. Thompson, E. S. Chesbrough, city engineer; F. H. Bailey, secretary.

1873-4-5, and to March, 1876. Redmond Prindleville, president; J. K. Thompson, treasurer; Louis Wohl, E. S. Chesbrough, engineer; Alexander Sullivan, secretary.

In 1876 the Mayor was placed in charge, with D. S.

The amounts expended by the Board and commissioner between 1870 and 1880 were as follows: 1871, \$2,359,835; 1872, \$62,222; 1874, \$749,460; 1875, \$723,254; 1876, \$60,585; 1877, \$1,516,081; 1878, \$124,498; 1879, \$284,900.

At the close of Mayor Heath's second term, the city council, on April 28th, 1879, by a unanimous vote tendered to his honor the thanks of the body in the following complimentary terms:

Resolved, That the thanks of the city council are due and are hereby tendered to the Hon. Monroe Heath, for the able and efficient manner in which he has managed the affairs of the city during his administration.”*

At the city election of 1879 (April 1st) the Democrats, for the first time in sixteen years, succeeded in electing their entire ticket, headed by Carter H. Harrison for mayor, by a plurality of 5,164, he receiving 25,604 votes; Abner M. Wright, the Republican candidate, 20,440, and Ernest Schmidt, socialist, 11,807. The other officers elected were William C. Seipp, city treasurer; Julius S. Grinnell, attorney; Patrick J. Howard, clerk.

The following officers were appointed by the mayor:

Francis Adams, corporation counsel; Simon O'Donnell, general superintendent of police; Dennis J. Swenie, fire marshal;

Mead as secretary, Mr. Chesbrough being continued as engineer, and D. C. Cregier as chief engineer at the north pumping works.

1879 Charles S. Waller, commissioner; Dewitt C. Cregier acting city engineer.

* The following table shows the population, the total property valuation for taxation, the taxes levied, and amount of the city debt from 1871 to 1880, inclusive:

YEAR.	POPULATION	VALUATION	TAX.	INDEBTED'S
1871		\$289,746,470	\$2,879,464	\$14,103,000
1872	367,396	284,197,430	4,262,961	13,544,000
1873		312,072,995	5,617,313	13,478,000
1874	395,408	303,705,140	5,466,692	13,450,000
1875		173,764,246	5,108,981	13,457,000
1876	407,661	168,037,178	4,046,805	13,436,000
1877		148,400,148	4,013,410	13,364,000
1878	436,731	131,981,436	3,778,856	13,057,000
1879		117,970,035	3,776,888	13,043,000
1880	503,298	117,133,643	3,899,126	12,752,000

Charles S. Cameron, prosecuting attorney; T. T. Gurney, comptroller; W. P. Dunne, city physician; Alexander Kirkland, superintendent of buildings; W. J. Onahan, collector; Charles S. Waller, commissioner of public works; William Curren, M. A. Delaney, J. C. Richberg, P. O. Stensland and I. N. Stiles, members of the board of education; R. H. Forrester, Berthold Lowenthal, A. B. Mason, Harry Rubens and D. L.

Shorey, directors of the public library; Luther L. Mills, inspector of the house of correction.*

In 1870, Charles B. Farwell, a Republican, was elected to Congress, from the district composed of Cook county, over ^{Members of} John Wentworth, who had become a "Liberal" Republican, by a majority of 5,317. By the apportionment of 1872 the population of Chicago had so increased as to

* ROSTER OF CITY OFFICERS, 1870 TO 1880.

YEAR.	MAYOR.	CLERK.	ATTORNEY.	TREASURER.
1870-1	Roswell B. Mason.....	Charles T. Hotchkiss.....	Israel N. Styles.....	David A. Gage.
1872-3	Joseph Medill.....	Charles T. Hotchkiss.....	Israel N. Styles.....	David A. Gage.
1874-6	Harvey D. Colvin.....	Jos. K. C. Forrest.....	Egbert Jamieson.....	Daniel O'Hara.
1876-9	Monroe Heath.....	Casper Butz.....	Richard S. Tuthill.....	Charles R. Larrabee.

ALDERMEN.

NO. OF WARDS IN BRACKETS.

1869-70. (1) Richard Somers, (2) Arthur Dixon, (3) Joseph A. Montgomery, (4) John H. McAvoy, (5) Geo. S. Whitaker, (6) William Tracy, Mark Sheridan (resigned), Daniel Hanan, (7) William Batterman, (8) William S. Powell, (9) George Powell, (10) Thomas Wilce, (11) James Walsh, (12) Samuel McCotter, (13) James L. Campbell, (14) T. B. Shiel, (15) James J. McGrath, (16) James D. Tyler, (17) Theodore Schintz, (18) Thomas Carney, (19) James McCauley, (20) M. A. Divine.

1870-71. (1) John J. Knickerbocker, (2) Joseph E. Otis, (3) Daniel Coey, (4) Harvey M. Thompson, (5) Peter Daggy, (6) Michael Schmitz, (7) P. J. Hickey, (8) Michael B. Bailey, (9) Wm. B. Bateham, (10) C. C. P. Holden, (11) Herman O. Glade (res.), (12) T. Verdier, (13) Henry Witbeck, (14) S. S. Gardner, (15) B. G. Gill, (16) John Buehler, (17) K. G. Schmidt, (18) Louis Schaffner, (19) John McCaffrey, (20) Wm. M. Clarke, (21) Gustavus A. Busse.

1871-2. (1) Chauncey T. Bowen, (2) Arthur Dixon, (3) John W. McGennis, (4) John H. McAvoy, (5) R. B. Stone, (6) William Tracy, (7) Edward F. Cullerton, (8) Jeremiah Clowry, (9) George Powell, (10) Lester L. Bond, (11) Henry Sweet, (12) Monroe Heath, (13) George W. Sherwood, (14) S. E. Cleveland, (15) James J. McGrath, (16) Thomas Scott, (17) Jacob Dugacher, (18) Thomas Carney, (19) Mahlon D. Ogden, (20) Charles L. Woodman.

1872-3. (1) William H. Richardson, (2) Francis W. Warren, (3) David Coey, (4) Geo. H. Sidwell, (5) A. H. Pickering, (6) Michael Schmitz, (7) P. McClory, (8) M. B. Bailey, (9) James O'Brien, (10) David W. Clark, (11) P. Kehoe, (12) A. F. Miner, (13) Avery Moore, (14) Bart. Quirk, (15) Nich. Eckhart, (16) Peter Mahr, (17) Louis Schaffner, (18) Thomas Cannon, (19) Michael Brand, (20) John T. Corcoran.

1873-4. (1) Thomas Foley, (2) Arthur Dixon, (3) Wm. Fitzgerald, (4) Jesse Spaulding, (5) R. B. Stone, (6) Philip Reidy, (7) E. F. Cullerton, (8) James Hildreth, (9) Thomas H. Bailey, (10) C. L. Woodman, (11) George E. White, (12) Monroe Heath, (13) Jas. L. Campbell, (14) S. E. Cleveland, (15) James J. McGrath (res.), M. Ryan, (16) Thomas W. Stout, (17) Jacob Lengacher, (18) David Murphy, (19) Thomas Lynch, (20) Julius Jones.

1874-5. (1) Wm. H. Richardson, (2) F. W. Warren, (3) David Coey, (4) Rensselaer Stone, (5) Thomas C. Clark, (6) Fred Somers, (7) P. McClory, (8) P. C. McDonald, (9) James O'Brien, (10) D. W. Clark, (11) S. F. Gunderson, (12) A. N. Waterman, (13) C. H. Case, (14) Bart. Quirk, (15) Nich. Eckhardt, (16) Peter Mahr, (17) L. Shaffner, (18) M. Sweeney, (19) Wm. B. Dickinson, (20) J. T. Corcoran.

1875-6. (1) Daniel K. Pearson, (2) Addison Ballard, (3) William Aldrich, (4) James H. Gilbert, (5) Mark Sheridan, (6) Fred Lodding, (7) Henry Kerber, (8) James O'Brien, (9) Jacob Beidler, (10) Andrew F. Smith, (11) J. G. Briggs, (12) S. H. McCrea, (13) S. E. Cleveland, (14) M. Ryan, (15) Frank Niesen, (16) Jacob Lengacher, (17) David Murphy, (18) Jacob Roser.

1876-7. (1) John T. McCauley, (2) Jacob Rosenberg, (3) John L. Thompson, (4) John W. Stewart, (5) Fred Sommer, (6) E. F. Cullerton, (7) James H. Hildreth (res.), Charles Tarnow, (8) Frank Lawler, (9) John M. Van Osdel, (10) George E. White, (11) A. G. Throop, (12) James T. Rawleigh, (13) William Wheeler, (14) John Bumgarten, (15) A. W. Waldo, (16) Frank Lisenbarth, (17) M. Sweeney, (18) James A. Kirk.

1877-8. (1) D. K. Pearsons, (2) A. Ballard, (3) Eugene Cary, (4) Herbert E. Mallory, (5) J. D. Tully, (6) Fred Lodding, (7) Henry Kerber, (8) R. M. Oliver, (9) Jacob Beidler, (10) M. McNurney, (11) A. B. McCook, (12) I. G. Seaton, (13) H. P. Thompson, (14) M. Ryan, (15) Frank Niesen, (16) M. Schweirthal, (17) Bernard Jaussens, (18) J. H. B. Daly.

1878-9. (1) Murry F. Tuley, (2) Patrick Sanders, (3) O. B. Phelps, (4) Herbert E. Mallory, (5) George Turner, (6) E. F. Cullerton, (7) John McNally, (8) Frank Lawler, (9) John M. Smythe, (10) John Eisner, (11) A. G. Throop, (12) J. T. Rawleigh, (13) A. C. Knopf, (14) Frank A. Stauber, (15) A. W. Waldo, (16) Peter S. Wetterer, (17) John McCaffrey, (18) Julius Jonas.

1879-80. (1) Arthur Dixon, (2) Addison Ballard, (3) John M. Clark, (4) Amos Grannis, (5) Michael McAuley, (6) J. J. Altpeter, (7) John Riordan, (8) Thomas Purcell, (9) James Peevey, (10) Michael McNurney, (11) George B. Swift, (12) Joseph D. Everett, (13) Hiram P. Thompson, (14) Reinhard Lorenz, (15) Adam Meyer, (16) Chris. Meir, (17) Edward B. Barrett, (18) Wm. G. McCormick.



Ira Couch

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entitle Cook county, with the additions of DuPage and Lake counties, to three representatives in Congress; and at the election for that year (Nov. 5), the following members, all of them Republicans, were elected, viz: John B. Rice, from the first district; Jasper D. Ward, from the second; and Charles B. Farwell from the third. Mr. Rice having died in December, 1874, B. G. Caulfield, Democrat, was elected to fill his unexpired term.

At the election of 1874, B. G. Caulfield was re-elected, in the first district, over Sidney Smith, Republican, by a majority of 408. Carter H. Harrison made the race against Jasper D. Ward in the second district for the second time and was successful by a majority of only eight votes. John V. LeMoynes was again the Democratic candidate against Mr. Farwell in the third district, the returns showing a majority in favor of the latter of 186 votes. LeMoynes contested the seat, which was awarded to him by Congress, and he entered upon his duties May 6, 1876.

In 1876, William Aldrich, Republican, was elected in the first district (2,477 majority), Carter H. Harrison, Democrat, in the second (612 majority), and Lorenz Brentano, Republican, in the third (287 majority.)

At the election of 1878 all the Republican candidates were successful as follows: William Aldrich in the first district, George R. Davis in the second, and Hiram Barber in the third.

The members of the general assembly for 1870-2 were elected under an apportionment made by the governor and General Assembly secretary of State as provided by the constitution of 1870. The following is the list from Cook county: Senators, John C. Dore, John N. Jewett, from the Twenty-fourth district; William Woodard and John L. Beveridge from the Twenty-fifth, all Republicans. The latter having been elected Congressman at large, resigned, and was succeeded by Artemas Carter.

Representatives—Henry W. Austin, Rob-

ert H. Foss, James L. Campbell, Carlisle Mason, Wiley M. Egan, Richard P. Derrickson, John D. Easter, John Humphrey, Alexander L. Morrison, John W. Heafield, A. J. Galloway, Harden B. Brayton, Simon D. Phelps, James P. Root, Wm. H. King, Arthur Dixon, Horace F. Waite, Rollin S. Williamson, Augustus H. Burley, William Vocke, W. K. Sullivan, Henry C. Senne—the entire delegation being Republican.

The State was re-apportioned in 1872, and the other districts of Cook county were given seven senators and twenty-one representatives. The senators elected were as follows: Joseph Reynolds (1st district), Richard S. Thompson (2), Miles Kehoe (3), Samuel K. Dow (4), John J. McGrath (5), Horace F. Waite (6) and Rollin S. Williamson (7), all Republicans except Kehoe.

The representatives (in the order of their districts, three from each; R for republican and D for democrat), were
Representatives James B. Bradwell, R; John A. Lomax, R; Wm. Wayman, D; Solomon P. Hopkins, R; Francis T. Sherman, D; Charles G. Wicker, R; E. F. Cullerton, R; Constantine Kahn, D; Thomas M. Halpin, D; John F. Scanlan, R; Thomas E. Ferrier, R; Wm. H. Condon, D; Wm. A. Herting, R; Ingwell Oleson, R; Hugh McLaughlin, D; Otto Peltzer, D; John M. Rountree, R; Geo. E. Washburn, R; Daniel Booth, R; Charles H. Dolton, R; Henry C. Senne, R.

1874-6. Senators—John C. Haines, R; Richard S. Thompson, R; Miles Kehoe, D; Samuel K. Dow, R; John Buehler, Ind.; Horace F. Waite, R; Michael W. Robinson, R.

Representatives: James B. Bradwell, R., Lincoln Dubois, R., Moses J. Wentworth, D., John Hise, D., George M. Bogue, R., Solomon P. Hopkins, R., William Honan, D., Conrad L. Nichoff, D., Thomas M. Halpin, D., Orrin L. Mann, R., Wm. H. Condon, D., Michael M. Miller, R., Michael J. Dunne, D., John S. Arwedson, D., Carl L. Linderberg, R., Robert Thiem, D. (did not appear), John C. Barker, R.,

Wm. H. Stickney, Ind., Wm. H. Skelly, D., George Dunlap, R., William Friese, D.

1876-78. Senators: John C. Haines, R., Daniel N. Bash, R., Miles Kehoe, D., Francis H. Riddle, R., John Buehler, D., Martin DeLany, D., Michael W. Robinson, D.

Representatives: Wm. H. Thompson, R., Charles L. Easton, R., Moses J. Wentworth, D., Solomon P. Hopkins, R., J. W. E. Thomas, R., Joseph E. Smith, D., James B. Taylor, R., Henry F. Sheridan, D., P. J. Hickey, D., Elijah B. Sherman, R., George Wm. Reed, R., Joseph J. Kearney, D., John A. Roche, R., Peter Kiolbassa, R., Michael J. Dunne, D., Eugene A. Sittig, R., Arno Voss, D., Austin O. Sexton, D., J. S. Bielefeldt, R., John H. Kedzie, R., George C. Klehm, D.

1878-80. Senators: George E. White, R., D. N. Bash, R., Sylvester Artley, R., F. A. Riddle, R., Wm. T. Johnson, R., M. A. DeLaney, D., Wm. J. Campbell, R.

Representatives: Wm. H. Thompson, R., Moses J. Wentworth, D., David W. Clark, R., Benjamin M. Wilson, R., Solomon P. Hopkins, R., Patrick T. Barry, D., Leo Meilbeck, R., T. J. Walsh, D., John B. Taylor, R., Lewis H. Bisbee, R., E. B. Sherman, R., James E. Murray, D., Wm. E. Mason, R., Charles Ehrhardt, R., Thomas F. O'Malley, D., Christian Meyer, D., Austin O. Sexton, D., Horace H. Thomas, R., Loren C. Collins Jr., R., George G. Struckman, R., Bernhart F. Weber, D.

CHAPTER XII.

1880 TO 1890—THE SECOND CITY.

CHICAGO in 1880, with a population of 503,185, had grown to be the fourth city in the Union. It now ranked with Liverpool in England, and Glasgow in Scotland, the most populous cities in Great Britain outside of London, and was larger than any city in Germany except Berlin, or in France except Paris.

Of the 23,040 acres comprised within the city limits, 789 were devoted to public parks. It contained 651 miles of streets, known by 907 different names, covering 5,200 acres, of which 153 miles were paved, chiefly with wooden blocks. Its sidewalks measured 756 miles, and its waterpipes (mains) 459½ miles. Thirty-two bridges spanned the river, the average cost of which had been \$25,000; and its eighteen viaducts had cost from \$6,000 to \$230,000 each.

The promise held out of a stable currency, of an easy money market, and of increasing confidence in all business relations, due to the policy of resumption, had been fully realized, and the prospect of the city's advancement in wealth and numbers during the coming decade was as bright as the most sanguine could expect. If, notwithstanding the destructive effects of two great fires, of the financial depressions consequent upon the effort to return to specie payments, of the convulsive shocks of labor strikes and their attendant riots, interrupting the progress of business, the city could increase from a population of 298,977 in 1870 to 503,185 in 1880, with every unfavorable element eliminated from its horoscope what prophet could be found who would venture to foretell, with accuracy, the limits of its future prosperity.

Carter H. Harrison, upon whom had fallen the mantle of executive responsibility, was by no means without the necessary qualifications to discharge the high duties attaching to the position. These had become increasingly varied, complex and onerous with Chicago's advancement from a provincial to a metropolitan city. It was one thing to govern a city having a homogeneous population of a hundred thousand, and a vastly different task to manage the affairs of a metropolis with five times that number of inhabitants, a majority of whom were foreigners, with un-American training, ideas and language.

Mr. Harrison possessed a fine physical organization, inherited through Kentucky parentage, and a mental organization which had been developed and trained at Yale University. Although a lawyer by profession, he had been principally engaged in dealing in real estate since taking up his residence in Chicago, in 1861, by which he had accumulated a large and profitable estate. His first experience in public life was as a member of the county commissioners' court, from which he branched out into National politics, and was twice elected to Congress from his district, the second, in 1874 and 1876. His mind had been broadened by travel, and he had successfully cultivated the graces and power of oratory. Thus equipped, he entered upon the discharge of his duties with the determination to give the people a good administration. He declared in his inaugural address that he had but one policy to pursue, namely, to protect the "lives, the property and the health of the city."

HISTORY OF CHICAGO.

At the expiration of his first term (April, 1881), he was again elected, over John M. Clark, the Republican candidate, receiving 35,668 votes against 27,925 cast for his opponent. Timothy O'Mara received 764 votes as an independent candidate, and George Schilling, socialist, 240.

In 1883 (April 3), Mr. Harrison was again elected mayor, receiving 41,226 votes to 30,963 polled by Eugene Cary, the republican nominee.

In 1885, Mr. Harrison was the unanimous choice of his party for re-election; the Republicans selecting as their standard bearer, Judge Sidney Smith. The election was hotly and closely contested, and it was charged that many fraudulent votes were polled in the first, second, sixth and ninth wards. The result of the count, as declared by the city council, showed 43,352 votes for Harrison, and 42,977 votes for Smith. A notice of contest followed, and proceedings were at once commenced in the county court. Up to January 1886, a gain of only fifty votes were shown in favor of the Republicans, and the progress was so slow, under the rulings of the court, that at the suggestion of Judge Smith the contest was abandoned and the suit dismissed.

Mr. Harrison is the only mayor of the city who has filled four, or even three, consecutive terms, and he declined to be a candidate at the expiration of eight years' service.

The principal appointive officers of Mayor Harrison during his several terms, aside from those mentioned in other connections, were as follows:

Corporation counsel, Francis Adams (1879), Frederick S. Winston (1883), Francis A. Hoffman (May, 1886), George M. Haynes (December, 1886).

Prosecuting attorney, Charles S. Cameron (1879), M. R. M. Wallace (1883).

Commissioners of public works, Charles S. Waller (1879, re-appointed), Dewitt C. Cregier (1881, re-appointed), William H. Purdy (1886).

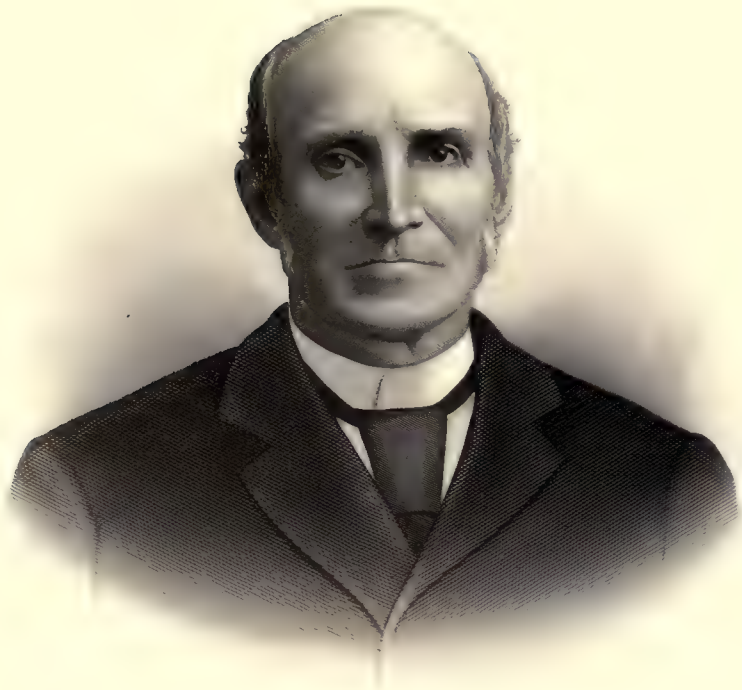
City comptroller, Theodore T. Gurney (1879, re-appointed), Charles H. Schwab (1886). City collector, William J. Onahan (1879, re-appointed). Superintendent of buildings, Alexander Kirkland (1879, re-appointed). Health commissioner, Oscar C. De Wolf (1879, reappointed).

The first thing to claim the attention of the new mayor was the unfavorable condition of the city's finances.

Harrison's Administration. The floating debt amounted to nearly \$2,500,000, and city scrip, in which employes and contractors were paid, could be disposed of only at a large discount.

By reducing salaries, making close collections, lopping off unnecessary and merely ornamental employes, and a rigid enforcement of economical principles in every department of the municipal government, the amount of outstanding scrip was reduced the first year of his several administrations to about \$1,500,000; during the second year, to less than \$600,000, and it was entirely wiped out in the third. Certificates amounting to \$275,000, which the supreme court had declared illegal, were paid; employes and contractors received their pay in gold, and the city's credit was restored. The interest on the bonded debt was reduced from six per cent. to four and a half, then to four, and finally to three and sixty-five one hundredths per cent.

The growth and improvement of the city is evidenced by the increased mileage of streets paved, the total up to May 1st, 1879, being 132.80 miles, while the amount paved from this date to May 1st, 1887, was 214.21 miles, at a cost, including curbing and filling, of \$11,300,364. During the same period, \$734,031 was expended for the construction of 165 miles of sidewalk, making a total of 881 miles. The 294.75 miles of sewers, ranging from one to six and one-half feet in diameter, and 8,931 catch-basins, constructed at an expense of \$4,988,342, had been increased 161.75 miles, five and one-half miles of which ranged from six to nine feet, and



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5,547 catch-basins, at a cost of \$1,771,085; 5,203 gas and 4,084 oil lamps were put up, making the total number 20,036.

The growth of the city during this period is still more strikingly exemplified in the number of buildings erected, with their cost, shown in the following table:

YEAR.	NUMBER.	MILES FRONTAGE.	COST.
1879.....	1,093	6.1631	\$ 9,347,312
1880.....	1,368	8.2724	13,560,332
1881.....	1,738	10.3827	17,771,250
1882.....	3,113	13.4521	19,803,500
1883.....	4,086	16.1108	21,875,000
1884.....	4,169	18.3742	25,882,000
1885.....	4,638	20.3250	24,530,125
1886.....	4,664	21.1422	26,868,375
Total....	24,869	114.1105	\$159,639,874

Not the least of the improvements made during the administrations of Mr. Harrison

was the removal of the unsightly telegraph poles, which had become not only a detriment to the comfort, but also a positive menace to the lives, of the people, as well as a public nuisance. The feasibility of underground telegraph service having been demonstrated, the city council in 1881 passed an ordinance prohibiting telegraph and telephone companies from the further erection of poles for the stringing of their aerial lines, and requiring that the underground system should be substituted therefor by May, 1883. The companies interested resisted this proposed change and appealed to the courts, but were not sustained, and the result was the introduction of the underground system without delay, after which the city, up to 1887, removed 140 miles of wire and 247 poles, and the various telegraph companies had removed 886 miles of wire and 717 poles from the streets.

The principal public improvement during this period was the construction of the combined city hall and county court house, the foundation of which had been laid during the term of Mayor Heath. Much deserved credit is claimed by the administration of Mr. Harrison for the fact that the city hall, erected

under the eye of Mr. Kirkland, commissioner of buildings, only cost \$1,676,030, while the court house, although constructed of substantially the same material, and of the same size and general plan, involved an expenditure of \$2,604,668; and (to use the language of mayor Harrison), "while the city hall had not shown a material crack, hundreds of thousands of dollars were being spent to prevent the court house from going to pieces."

It may also be stated that to his Honor, Carter H. Harrison, is to be ascribed the credit of having originated and put into actual operation an effective patrol wagon system, and the application of the telegraph and telephone to the administration of the city's police system.

The mayor frequently found occasion to interpose his executive veto against the sometimes hasty and illy-considered legislation of the city council, the most conspicuous instance of which, perhaps, related to the leasing of the Rookery lot. By action of the legislative department, it was proposed to lease the site for a rental of \$30,000 per annum, the lessees to erect a building thereon to cost \$500,000, which was eventually to become their property. The mayor disapproved the measure, and negotiated a lease at an increased rental, the building to be erected to cost \$1,500,000, and to revert to the city; by virtue of which amended arrangement, the city gained over \$3,000,000. Mayor Harrison also claimed that in the matter of the tunnel ordinance, the Dearborn street ordinance and that relating to the La Salle and Great Western railway, he saved to the people by his veto "many millions of dollars."

The successful administration of any city government depends very much upon the capability, intelligence and experience of the heads of the various departments. Mayor Harrison had every reason to congratulate himself upon the selections made by him for these responsible positions; and his testimony in their behalf that they were "honest and

capable, and well performed their respective duties" was generally acknowledged by the press and people.

The foregoing is a record of which any municipal executive might well feel proud. And yet the picture had its obverse side. It was during Mr. Harrison's long administration that election frauds were most frequently charged, and allegations were freely made by his political opponents that the integrity of the ballot box was in danger of being very seriously impaired through the efforts of some of his more or less unscrupulous adherents. "Fine work" was charged, and it was even said that "heelers" and "ward-workers" were permitted to pursue their devious courses.

The most noted of these frauds was committed in the second precinct of the 18th (now 24th) ward. The legislature elected in 1884, which was charged with the duty of electing a United States senator to succeed General Logan, contained, according to the returns, an equal number of Republicans and Democrats. A change of one vote would turn the scale either way, and this was attempted in the 6th senatorial district, where the original returns showed the election of Henry W. Leman, Republican, as a member of the senate over Rudolph Brand. The investigation set on foot by the authorities and a committee of citizens composed of both parties, and at the instance of Mr. Brand, who declared that he would not accept a fraudulent, or even doubtful, election, showed that after the ballot box of the second precinct of the eighteenth ward had been placed in the custody of the county clerk, the original ballots had been abstracted and a like number of forged ballots substituted. The latter were fac-similes of the originals, except that they contained Brand's name for senator instead of Leman's. The tally sheet accompanying the ballots had also been forged to correspond with the changed result. Joseph C. Mackin, who, it was charged, had ordered the printing of the bogus ballots, was indicted for the offense in

the United States District court; but further investigations led to the dropping of this prosecution, and the proceeding by information in the federal court against Mackin and Wm. J. Gallagher, who, it was charged, forged the tally sheet, and Arthur Gleason and Henry Beihl, clerks in the county clerk's office, for conspiracy to defraud. The information was filed by Richard S. Tuthill, United States district attorney. The trial, which attracted national attention, resulted in the conviction of all the defendants except Beihl, and the sentence of Mackin and Gallagher to the penitentiary for a term of two years and the payment of a fine of \$1,000 each—the sentence of Gleason being suspended. Judge Gresham having decided that the defendants were entitled to have their cause reviewed by the Circuit court, upon the hearing before Judges Harlan and Gresham a divided opinion was certified to the supreme court of the United States,—the defendants in the meantime having been admitted to bail. While these proceedings were being held another investigation was set on foot before the State grand jury, in the course of which certain testimony of Mackin's regarding the employment of witnesses in the previous proceedings was flatly contradicted by the parties implicated. The grand jurors discredited Mackin and returned a true bill against him for perjury, upon which indictment he was tried, convicted and sentenced to imprisonment in the Joliet penitentiary for the term of five years. An appeal was taken, but the judgment of the lower court was sustained.

At the municipal election in the spring of 1885, attempts to defeat the will of the people by intimidation and fraudulent practices were notorious. Illegal votes in many instances were sworn in, but the false affidavits (821 in the second and 780 in the sixth wards) were not returned, as the law required. The ballot box of the third precinct of the third ward was stolen after the judges finished their count on the night of the election. For this offence "Dutchy"

O'Keefe, was tried and convicted and paid the penalty of his crime by a residence of five years in the penitentiary—the only one of the many criminal offenders at this election who was punished.

One good result followed, however, and that was the passage of the citizen's election law, through the provisions of which, by limiting the number of voters to three hundred in the several election precincts, the commission of registration and other frauds upon the right of suffrage is, to a great extent, prevented.

It was also during the last term of mayor Harrison that the Haymarket riot occurred on the evening of May 4, 1886, a more extended account of which will be given in that portion of this work which relates to the police.

It is necessary to observe here, that had the mayor taken the advice of superintendent Frederick Ebersold and Inspector John Bonfield, this meeting of the enemies of law and order would never have taken place. His pronounced views in regard to the sanctity of the right of free speech and the right of the people to assemble and discuss their grievances, it must be confessed, were carried to an unreasonable and unjustifiable extent on this occasion. He lost sight temporarily of the fact that blatant demagogues, men to whom agitation was a profession, who had all to gain and naught to lose, had availed themselves of a long sought but seldom recurring opportunity. Among the working men was wide spread discontent, whether well or ill founded. In their ranks were to be found those whose creed was anarchy, whose aim was pillage, and whose method was assassination. Expatriated from home, they brought to America theories and practices which even the most advanced socialists of the old world had opposed and condemned. Such were the orators whose inflammatory utterances culminated, on that memorable evening in May, in the hurling of a bomb which sent grief into a hundred homes, which caused the cheek of every law-

abiding citizen to blanch with horror (not fear), and whose echo reverberated around the world. It was a meeting such as this, that Chicago's chief executive declined to prohibit; it was men of this stamp that were eager to take advantage of his protective presence and too enlarged views.

Mayor Harrison, at the expiration of his fourth term, declared that he would not again be a candidate, and D. C. Election of 1887. Cregier received the Democratic nomination, which he declined, whereupon the honor was again given to Mr. Harrison, who also declined it, and his party was left without a candidate. The socialists nominated Robert Nelson, and the result of the election was left to be decided between him and the candidate of the Republicans, John A. Roche, who received a large support from the Democrats, and was successful by an overwhelming majority, the votes showing for him 51,269, and for Nelson 23,410.

The other city officers elected, all Republicans, were D. W. Nickerson, city clerk; Hempstead Washburne, city attorney and C. Herman Plautz, city treasurer.

Mr. Roche was a business man of energy and successful methods, and at the time of his election was employed as Roche's Administration. a wholesale dealer in machinery. Although he had not been at all prominent in political circles, he had served one term in the thirtieth general assembly, where his record was satisfactory to his constituents.

The admirable inaugural address of the new mayor, clearly setting forth the relative duties and obligations of the citizens and the government, gave promise of an intelligent and economical administration, and his judicious selection of the heads of the various departments, men of experience and ability, still further emphasized this determination. They were as follows :

George B. Swift, commissioner of public works; Augustus H. Burley, city comptroller; O. H. Horton, corporation counsel; Benjamin F. Richolson, prosecuting attor-

ney; W. J. Edbrooke, commissioner of buildings and John F. Finnerty, oil inspector. The following officers were reappointed: Oscar C. DeWolf, commissioner of health; Wm. J. Onahan, city collector, who resigned and was succeeded by Edward Rutz, late state treasurer, in June 1888; Fred Ebersold, superintendent of police, who was succeeded by George W. Hubbard in April, 1888, and Dennis J. Swenie, fire marshal.

Mayor Roche, in the canvass preliminary to his election, had stood upon the platform of having the affairs of the city conducted in a business-like and economical manner—the suppression of public gambling—the closing of disreputable saloons. At the close of his first year he was able to report that the receipts for the fiscal year (\$11,980,935) had been increased \$532,694, over the previous year, and that the expenditures (\$11,497,988) only showed an increase of \$466,919, which was mainly accounted for by adding 113 names to the police force, and by paying a deferred claim, amounting to \$284,461, to the gas companies. In the department of public works the receipts from all sources were \$8,131,775. The balance to the credit of the different funds December 31st was \$1,447,235.

In the water department, against which complaints of failures of supply had been made, it was found upon examination, to use the expressive language of commissioner Swift, that the pumps to a large extent “had been pumping wind instead of water.” An engineer was employed to take charge of the works, when the complaints of scarcity ceased. New methods of book-keeping were adopted, the effect of which was shown in increased receipts, in reduction of expenses, and in the making, for the first time in years, regular monthly reports. The new lake tunnel extending four miles into the lake, with a capacity of 90,000,000 gallons, and engines that would pump 75,000,000 in twenty-four hours were contracted for, and a site purchased for the necessary buildings.

Twenty-nine and a quarter miles of streets were paved, seven and a half repaved, and plank walks laid to the

Improvements. amount of one and a half miles. The street railway companies paved 91,574 square yards between their tracks, so that there were now in the city 306 miles of paved streets. Forty-two and a half miles of new sidewalks were constructed, over one hundred and twenty-seven miles of old were rebuilt, and thirty-six and one-half miles repaired; the total at the end of the year being nine hundred and twenty miles. Over forty-two miles of water pipe were laid, against thirty-one miles the previous year; and 549 fire hydrants were added against 407 the year before; 1,542 gas street lamps were added, as compared with 1,407 during the twelve months preceding.

The receipts for the second year's administration of mayor Roche were \$15,261,712, and the expenditures \$15,874,387, the increase in the latter being chiefly due to the construction of the four mile lake and land tunnels, and new pumping stations.

Forty-four and fifty-two-one hundredths miles of water pipe were laid during the year, making a total of 677.08 miles; 19.86 miles of brick and pipe sewers were constructed, swelling the mileage to 492.38 miles. These, with their cost per mile in the several divisions of the city, are shown by the report of the department of public works, by commissioner Swift, as follows:

DIVISION.	MILES.	COST.	AVERAGE COST PER MILE.
West	278 63	\$4 029,719.31	\$14,462.61
South.....	132.47	1,897,907.90	14,327.08
North.....	81.27	1,246,864.81	15,342.25
Totals.....	492 37	\$7,174,492.02	\$14,571.34

The bonded sewer debt of the city was \$2,622,500.

The total number of miles of streets improved, mostly with cedar blocks, was 53.86, 41.68 miles of which were new, at a



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cost of \$1,540,329; average per mile, \$29,-17½. The total mileage was 348.53, of which 187.28 were in the west division, 98.91 in the south, 61.19 in the north, and 1.15 on viaducts and approaches.

There were constructed 147.23 miles of sidewalk, 37.13 of which were upon streets where none had been previously laid, and 123.73 miles repaired, making the total mileage of the city 1,144.61, exclusive of 22.17 miles on the boulevards.

The number of buildings erected in 1887 was 4,833, with a frontage of 21.8 miles, costing \$19,778,100—in 1888 4,958, 22 miles frontage, at a cost of \$20,360,800.

A large saving to the city was made in the matter of bridge and viaduct building. From 1879 to 1886, eight bridges were constructed, costing the city \$320,452, and the railroad corporations \$106,461. During the same period nine viaducts were built and three old ones renewed, at a cost to the city of \$582,599, and to the railroads of \$723,134. The contrast between these figures and those for 1887-8 is striking. During those years six bridges were constructed, which cost the city only \$243,297, the railroads paying \$197,195. Ten viaducts were erected and two renewed, at a cost to the city of only \$214,155, while that to the railroads was \$968,256.

The adoption of the electric lighting system on public streets at municipal charge was inaugurated under Electric Lighting. mayor Roche—the plant having been located on the west side; as also was the opening and closing of the bridges by telephone from a central office.

The most serious problem with which the new administration found itself confronted was the old one of the suppression of vice in its more open and offensive manifestations. Resorts for thieves and other disreputable characters—male and female—were not only numerous but brazenly self-asserting. The ordinance requiring the closing of saloons at midnight and prohibiting public gaming were persistently and even ostentatiously ignored, alike by proprietors and police.

"Dives" of the most degraded description rivalled the better regulated resorts in defiance of law, and there was "none to molest or make them afraid." In a word, Chicago was rapidly achieving the unenviable reputation of being the most "disorderly," wide-open city east of the Mississippi.

One of the chief, as also one of the most deadly, of the vices which is always threatening to sap the public morality is that of gambling. Than this there is no vice more insidious or more deplorable in its consequences. It has fascinated the brightest intellects, and numbers among its victims potentates, statesmen, philosophers, and even clergyman. The great orator, Charles Fox, prime minister of Great Britain during the reign of George III., was so ardent a devotee at the shrine of the "fickle goddess" that he not infrequently found it necessary to borrow a few shillings from one of the attaches at White's wherewith to pay cab-hire. To him is accredited the famous epigram that "there is nothing more pleasurable than to win at cards, unless it be to lose."

The effort to stamp out this vice in Chicago has passed through many vicissitudes since the successful onslaught upon it by mayor Wentworth in 1857, whose vigorous policy failed of continuous enforcement during the administration of mayor Haines, under whom the hydra-headed monster once more showed its fangs. Wentworth's second term (following the administration of Haines) was characterized by a looser policy. He found a different state of affairs existing. Public sentiment had undergone a change, and while there were those who were clamorous for "personal liberty," some of the best citizens—although deploring gaming in the abstract—were inclined to opine that tolerant supervision was a better remedy for an evil which could not be suppressed than was absolute prohibition. Wentworth was quick to feel the popular pulse, and while his second administration cannot be said to have been lax, it was certainly not stringent.

The years during which Rumsey and Sherman held the municipal helm, constituted

an era of comparative immunity to the city's dissolute classes. In justice to these executives, however, it should be said that this was the period of the war—a time when Chicago was invaded by thieves, confidence men, bounty jumpers, and criminals of a yet more desperate description. To hold these absolutely in check was impossible. The authorities did their best; yet rogues went scathless and crime lacked the complement of punishment. Resorts of this character multiplied during the latter part of Mayor Rice's term, and were numerous under the administration of Mason. Joseph Medill was elected upon a platform of reform, and did his best to redeem his promises. His first official act was to close the gaming houses, and the war was kept up against them during the remainder of his term. His chief of police, Elmer Washburn, seconded his efforts, but the latter found himself hampered by treachery and disobedience on the part of many of his subordinates, whose sympathies were with the gamblers and who apprised them of intended raids. Still, Washburn was vigilant and energetic, and made it a costly experience to be caught in a gambling hell. Mayor Colvin—familiarily known to Chicago's sporting men as "Harvey"—was more lenient, and the city became a sort of Mecca for criminals of every grade. Heath, who preceded Harrison, inaugurated and maintained an aggressive and stringent policy, and when the latter assumed the reins of government, public gambling was practically stamped out.

As has been stated in a previous paragraph, Roche found a vastly different state of affairs, when he took his seat as the city's chief executive. He well knew and deeply deplored the lax condition of public morals, and at once set about the work of reform. The ordinance requiring saloons to close at midnight was drawn from its forgotten pigeon-hole, the accumulated dust of years brushed off, and instructions issued that it be enforced. Gambling houses were told that they must close their doors and keep them closed. Nor was the "fraternity" allowed to

remain long in doubt as to the sincerity of the mayor's intentions, and there followed a veritable hegira of "sports", thugs and disreputables, to the great advantage of honest citizens.

And yet there was found a minority of those who should have held up his hands, who assailed the mayor because he failed to assume powers with which he was not vested. There were also other sources of opposition. In his own party there were those who, failing to recognize his official worth, were ready to denounce him as the representative of "machine" politics. The gamblers were a unit against him, and were prepared to assist in defeating him for re-election, not only by solid financial aid, but by the employment of every devious means known to the disreputable ward politician.

At the municipal election in the spring of 1889, Mayor Roche was again the Republican candidate, an endorsement which ^{Election of 1889.} his progressive administration had justly earned. Dewitt C. Cregier was the nominee of the Democrats and the official count showed that the latter received 56,493 votes and the former 45,568. In the large Republican wards, the third and fourth, where it was supposed that Mr. Roche would poll his largest vote, the Republican majority was cut down to a few niggardly hundreds. The active opposition of those who had been most affected by his policy of reform was successful beyond their most sanguine expectations.

Franz Amberg, Republican, was at the same time elected city clerk; George F. Sugg, city attorney; and Bernard Roesing, city treasurer, both the latter Democrats.

Mayor Cregier was a civil engineer by profession, and brought to the aid of his administration a practical experience which was invaluable. He had served many years in the engineering department of the city, and as commissioner of public works, under mayor Harrison, had discharged his varied duties with faithfulness and conspicuous ability.

The mayor selected, with discriminating

judgment, an able cabinet to preside over the various city departments, as Cregier's Cabinet follows.

Wm. H. Purdy, Commissioner of public works.

Jonas Hutchinson, Corporation Council.

John A. May, Prosecuting Attorney.

Wm. J. Onahan, City Comptroller.

Dr. Swayne Wickersham, Commissioner of Health.

John M. Dunphy, Commissioner of Buildings.

Charles S. Crain, Inspector of Oil.

Denis J. Swenie continued as Fire Marshal.

The administration of Mayor Cregier was marked by large accessions of territory and extension of the city limits.

Annexation of Territory. On June 29, 1889, by vote of the people, the city of Lake View and the towns of Hyde Park, Lake, Jefferson and Cicero, aggregating 128.24 miles of territory, and about 220,000 inhabitants, were annexed to and became a part of Chicago. To make the record complete up to the present writing the following table is appended. The original town February 11, 1835, was 2.55 miles square.

Added March 4, 1837	8.15, making	10.70
" February 16, 1847	3.33	" 14.03
" " 12, 1853	3.90	" 17.93
" " 13, 1863	6.48	" 24.41
" " 27, 1864	11.35	" 35.7
" May 16, 1887	1.00	" 36.7 ⁶
" November and December 5, 1887	7.15	" 43.9 ¹
" June 29, 1889	128.24	" 172.15

During the year 1890 the limits were again extended by the acquisition of portions of the villages of Gano, Calumet, West Rose-land, Washington Heights, and Fernwood, embracing in the aggregate an area of 10.57 miles, making the entire city include 181½ square miles, equal to 116,000 acres.

Chicago did not acquire this enormous accession of territory without opposition. The act authorizing the possible extension of its territorial limits provided for the submission of the question to the popular vote of the localities to be mutually affected. The suffrages of the people were largely in favor of annexation, but a respectable

minority in the outlying towns was determined not to acquiesce without a legal struggle. Notably was there an aggressive resistance in Englewood and Lake View. In the former locality, which lay to the south, mass meetings of dissatisfied citizens were held, and it was determined to invoke the decision of the courts as to the validity of the vote and to exhaust every legitimate means of opposition. The desire for political autonomy was scarcely less pronounced in Lake View, which could boast of a distinct municipal incorporation. The mayor of the little city brought the issue to a judicial determination by refusing to turn over the public funds to the treasurer of Chicago, after demand duly made. A test case was brought in reference to the school moneys, and all the questions involved were ultimately passed upon by the supreme court, whose decision for ever settled the validity of annexation.

By annexation, the city gained more than an increase in area and population. The larger of the incorporated towns which were thereby added to Chicago had more or less perfectly organized and equipped systems of water, fire and police service. Of the first named, (*i. e.* the water service), little need be said. It was imperfect, tentative and altogether inadequate. The fire engines with their attendant paraphernalia (hose carts and ladders) were far below the metropolitan standard. Still they were possessed of considerable value. As regards the additions to the property of the police department they were of more importance. In a considerable portion of the territory annexed the signal service was not in operation, although steps had been taken looking toward its introduction. The village of Hyde Park, however, possessed a police department well equipped, carefully disciplined and in all respects up to the standard of the Chicago force.

While the municipal property was thus increased, as were its resources in the way of taxable values, the debts of the annexed towns, amounting to \$983,900 had to be

assumed, so that Chicago, all things considered, gave as much as it received.

The receipts for the year ending January 1, 1890, were \$18,680,650, and the expenditures \$19,225,962.

The record of the city's growth during the administration of Mayor Cregier is unparalleled. The number of buildings erected in 1889 was 7,590, covering a frontage of thirty-four miles of streets and costing \$31,516,000. During the year 1890 the number of structures was increased to 11,640, fronting nearly fifty-one miles of streets, and costing \$48,000,000, exceeding the record of any former year. Forty-one churches were erected in 1889, and among the many noted and splendid buildings completed was the far-famed Auditorium, constructed of granite and other stone which combines under one roof a grand hotel and office building, and an opera house conceded to be the largest, most handsome and best appointed in the world. It is situated on Wabash and Michigan avenues and Congress street, with an entire frontage of 710 feet. The main building is ten stories in height (145 feet), with a tower of eight stories above (ninety-five feet) and lantern tower (thirty feet.) It is completely fire proof and cost \$3,200,000.

The city improvements, also, were more extensive than ever before, as may be seen from the following items: During the year 1889 115.90 lineal miles of streets were paved and repaired, and 191.47 miles of sidewalks; 108 miles of pavement were laid in 1890, and 433 miles of sidewalks. In 1889 over 66 miles of sewers were constructed (25 of which were in the district lately annexed), and 72 miles in 1890, making the total in the city at this time 785 miles.

In discussing and recommending the electric light system, which, under favorable economic conditions, he showed might be so administered as to furnish the public and people light at a less cost than gas, mayor Cregier, in his first message, raised the question of city ownership, and remarked that "in time public

lighting may, like our water works, become a boon to our citizens, be self-sustaining, besides bringing a handsome revenue to the city." He would also extend city ownership and management in other directions, as appears from the following extract from the same well-considered public document:

"In my judgment, the municipality should own, control and operate all works that produce that which is indispensable to its own and the general public necessities, and which could be furnished at little or nothing above cost. Chicago supplies her citizens with water. She provides channels of drainage. It is equally proper that the city should furnish her citizens with light for household purposes as well as for public use. Nor should we stop here. To furnish heat, power and intramural transportation are not only within the scope of legitimate legislation, but the practical establishment and operation of such, under municipal control, would meet a great public want, be a lasting benefit and prove a source of economy and convenience to the entire community."

The application of these remarks to the ownership and control of street railway franchises will be further considered under the proper head.

At the close of his administration mayor Cregier estimated the cost of the various public works and property of the city at \$45,900,000, and their value at that time at \$82,326,000, deducting from which the bonded debt of \$13,545,400 a total of \$68,780,600 is left.

As the decade considered in the present chapter (1880-1890), closed during the administration of mayor Cregier, this is, perhaps, the most appropriate connection in which to set forth the growth and relative position which Chicago has attained in comparison (and by way of contrast) with other leading cities of the United States, as shown in the report of the eleventh census.

The population had increased from 503,135 in 1880 to 1,099,850, the city having passed Brooklyn (806,343), and Philadelphia (1,046,964), during the last decade, and

The City's
Growth.
City Ownership
of Gas,
Heating and
Transit Co.'s.



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risen from the fourth to the second place in numerical strength. While it is true that the increase of Chicago was swelled nearly a quarter of a million through the annexation of her suburban towns, the growth of the latter had been due to their proximity to and connection with the former, and their formal annexation was merely garnering the fruits of her legitimate growth.

The increase in the area of the city has already been mentioned. Its 651 miles of streets, 153 only of which were paved in 1880, had increased to 2,235, of which 669 were paved. Its sidewalks had grown from 756 miles to 2,537, its sewers from 337 miles to 784, and its water mains from 459½ miles to 1,205.

The length of the streets, their paving and width, the width of sidewalks, in some of the principal cities of the Union (according to the census) is shown in the statement given below.*

CITIES.	LENGTH IN MILES.		AVERAGE WIDTH, FEET.	AVERAGE WIDTH OF SIDEWALKS FEET.
	TOTAL.	PAVED.		
Chicago.....	2,048	629	66	17
New York.....	575	358	60	15
Philadelphia.....	1,151	750	50	13
Brooklyn.....	653	375	70	18
St. Louis.....	1,061	422	60	12
Boston.....	408	408	41	7
Baltimore.....	780	459	66	13
San Francisco.....	342	92	60	14
Cincinnati.....	486	254	60	10
New Orleans.....	625	89	60	12

The number of street lamps in Chicago were reported as 32,798 (greater than in any other city) and their average annual cost \$640,784. The total in New York was 26,978, annual cost \$649,217; Philadelphia, 25,993; cost, \$736,605. The next highest number was in Boston, 13,810, annual average cost, \$554,679.

The same favorable comparisons can be made with respect to water works, sewers, and the police and fire departments.

WATER WORKS.

CITIES.	COST OF WORKS.	AVERAGE DAILY CONSUMPTION, MILLIONS OF GALLONS.	MILES OF MAINS.	ANNUAL COST FOR AVERAGE DWELLING.
Chicago.....	\$13,724,664	100	678	\$14.00
New York....	40,000,000	112	660	6.00
Philadelphia..	18,500,000	116½	930	9.00
Brooklyn.....	15,485,340	50	416	8.00
St. Louis.....	8,150,726	32	326	14.00
Boston.....	22,129,255	39	631	12.00
Baltimore.....	10,000,000	40	407	7.00

SEWERS, POLICE AND FIRE DEPARTMENTS.

CITIES.	SEWERS IN MILES.	TOTAL COST.	NO. OF PO- LICE.	ANNUAL COST.	NO. OF FIRE- MEN.	ANNUAL COST OF DEPT.
Chicago.....	525	\$ 7,524,492	1,625	\$ 979,894	916	\$ 700,437
New York....	464	21,281,663	3,421	4,391,766	1,027	1,613,296
Philadelphia..	376	8,056,435	1,717	1,000,000	521	625,000
Brooklyn....	380	9,294,761	1,157	859,184	527	562,944
St. Louis....	327	7,206,780	613	475,408	359	277,869
Boston.....	290	.....	916	963,355	677	800,000
Baltimore....	27	.....	782	677,914	26	150,000
San Francisco	193	4,625,000	406	545,500	361	345,000

A careful study of the foregoing statements results in a favorable showing for Chicago in nearly every instance, but especially in the police and fire departments, the cost of the former to each head of population (eighty-nine cents), being less than in either of the other cities named, and the cost of the latter being less than in New York, Brooklyn, Boston or San Francisco, and nearly the same as in Philadelphia and St. Louis.

In the eighty-second census bulletin, the superintendent gives a comparative table of the ordinary and administrative expenditures per capita of one hundred of the principal and representative cities of the United States; from which it appears that of those in the first class, Cleveland is the lowest with

* These figures being from the report of the commissioner of public works, cover a somewhat different period from those of the census, and vary accordingly.

an average of \$7.52, Chicago is the fourth, with an average of \$11.03, ranking lower than any other of the larger cities; St. Louis being \$11.12, Baltimore \$12.93, Philadelphia \$13.97, Brooklyn \$17.34, Boston \$23.74, and New York \$23.89—a showing which every citizen in the great city by the lakes may justly regard with feelings of pride and satisfaction.

In this same connection the superintendent suggests a comparison between the expenditures of the States of New York, Massachusetts, Pennsylvania, Ohio, Missouri and Illinois and those of the principal cities, from which it appears that it costs a great deal more to run a great city than a State. Thus for instance, the ordinary expenses of Massachusetts for the year 1889 were \$4,955,669, and for the city of Boston \$16,117,043. Like ordinary expenses of the States of New York, Massachusetts, Pennsylvania, Ohio, Missouri and Illinois, the six largest States in the Union in population, for one year amounted in the aggregate to \$28,859,010, while in the same period the ordinary expenditures of New York city alone amounted to \$48,937,694.

So much, and all of it on the credit side of the progress of Chicago, is revealed by the official figures of the census.

The increase of the mechanical and manufacturing industries of any city, even more perhaps than any other interest, is the surest indication and criterion of its general growth and prosperity. The report of the U. S. census (Bulletin 222) on this subject for Chicago presents an array of figures and facts as stupendous in magnitude as they are convincing in comparison. 9,959 establishments are reported, embracing 255 separate

industries, which represent a capital of \$292,477,038, and employ 203,108 hands, to whom was paid in wages the sum of \$119,146,357, or an average of \$587 each. The cost of the material used is reported at \$386,814,845, and the value of the product at \$632,184,140.

Of the separate industries, slaughtering and meat packing was the largest in value, aggregating \$203,825,092. Clothing came next with a value of \$32,517,226. Foundries and machine shops next, valuing \$29,928,816. Lumber next, \$17,604,294. Agricultural implements, steam railroad cars and furniture, between twelve and fourteen millions each. Soap and candles, \$8,987,542. Distilled liquors \$8,030,863. Iron work \$5,018,159.

To show the wonderful increase of these manufactures in ten years, the annexed comparative statement of totals under the different heads for 1880 and 1890 are given—only establishments reporting a product of \$500 or more in value being included. *

There was no inquiry in 1880 relating to miscellaneous expenses, and they are not included.

The gain in the number of industries, establishments and hands employed is certainly remarkable, and the fact that two in every eleven of the population, or about one of each average family, are engaged in manufacturing, shows what a dominant position these interests have attained, occupying indeed an equal share in the city's financial and economic growth with that of commerce. †

* The value of hired property is not included for 1890, because it was not reported in 1880.

		NO. INDUSTRIES REPORTED.	NO. ESTAB- LISHMENTS REPORTED.	Capital.	HANDS EM- PLOYED.	WAGES PAID.	COST OF MA- TERIALS.	MISCE- LANEOUS EX- PENSE.	VALUE OF PRODUCT.
* All Industries...	1880	189	3,519	\$ 68,836,885	79,414	\$34,653,462	\$179,209,610	.....	\$249,022,948
	1890	255	9,959	292,477,038	203,108	119,146,357	386,814,848	\$41,550,761	632,184,140

It is a record no less gratifying on account of the colossal strides made over all former endeavors, than it is satisfactory by way of contrast with other leading cities of the Union. New York still retains its supremacy as the leading manufacturing city, being closely followed by Chicago, which relegated Philadelphia to the third place during the last decade.

The principal items in the account for New

The wheat receipts, owing to the extraordinary increase of flour manufactured at Minneapolis, had not increased, being for 1880 (wheat, and flour reduced to wheat), 42,995,232 bushels, and in 1890, 40,976,726 bushels. There was also a small falling off in the corn receipts, those for 1880 being 97,272,844, and those for 1890, 91,387,754. The great increase in the receipts of other commodities, is shown in the following table:

YEAR.	PORK BBLS.	LARD POUNDS.	BUTTER, POUNDS.	HIDES, POUNDS.	COAL, TONS.	LUMBER, M FEET
1880	39,091	68,387,204	67,337,044	73,124,519	2,706,088	1,561,779
1885	36,638	64,296,566	92,474,784	67,228,546	3,978,675	1,821,317
1890	77,985	147,485,267	140,548,850	103,743,421	4,737,384	1,941,392

York and Philadelphia are returned as follows:

	NO. OF ESTABLISHMENTS	HANDS EMPLOYED	CAPITAL.	VALUE OF PRODUCT.
New York 1880	11,339	227,352	\$181,206,356	\$472,926,437
" " 1890	25,399	351,767	420,238,602	763,833,923
Philad'lphia 1880	8,567	185,527	187,148,857	324,342,935
" " 1890	18,148	253,073	362,895,272	564,323,762

As will be seen, while there was the enormous increase in Chicago in the number of establishments of 183 per cent.; in hands employed of 155 per cent.; in capital 325 per cent.; and in the value of products of 154 per cent.; the relative increase on the four items in New York was 124, 54, 124 and 62 per cent.; and in Philadelphia of 112, 36, 94 and 74 per cent.

To illustrate the growth of the city from a commercial stand point, the following comparisons are made from the Board of Trade reports for 1880-90:

RECEIPTS OF LIVE STOCK.

YEAR.	NO. CATTLE AND CALVES.	NO. HOGS.	NO. SHEEP.	NO. HORSES.	AGGREGATE VALUE.
1880	1,382,477	7,059,355	335,810	10,398	\$143,057,626
1885	1,964,018	6,937,535	1,003,598	19,356	173,598,002
1890	3,659,306	7,663,828	2,182,667	101,566	231,344,879

Great as was the advance of Chicago in all commercial, material and industrial interests, it was hardly less striking in the increase of her religious and educational facilities. The number of churches in the city (according to the city directory) in 1880, was 244; in 1890 it had swelled to 412, as appears by the following table:

DENOMINATION.	1880	1890
Baptist.....	26	34
Congregational.....	14	43
Episcopal.....	16	29
Reform.....	9	9
Lutheran.....	42	58
Jewish.....	10	16
Methodist Episcopal.....	34	71
Presbyterian.....	24	37
Roman Catholic.....	35	78
All others.....	84	37

The number of public schools had increased from sixty-two to one-hundred; of libraries and reading rooms from eight to nineteen and of newspapers and other publications from 203 to 426, the facts in detail in regard to which will be found in subsequent chapters.

The holding of the National Republican convention at Chicago for the quadrennial presidential election of 1880, by reason of its length and the exciting scenes which its session developed, was the most memorable political event of that year, and gave the key note to a campaign as brilliant, on the part of the Republicans, as it was successful. The convention met on June

2d and continued to hold daily sessions, except on Sunday, until the 8th. Two days were required to pass upon the credentials of contesting delegates, the larger portion of whom were from Chicago. It was a contest between the friends of General Grant, led by the three distinguished senators, Roscoe Conkling, from New York, Don Cameron, of Pennsylvania, and Gen. Logan, of Illinois, insisting upon his nomination for the third time, on the one side, and the admirers of the "plumed knight," James G. Blaine, on the other.

The platform was adopted on the fourth day of the convention, and the candidates placed in nomination. The speech of senator Conkling aroused the greatest enthusiasm. He began by quoting the verse:

And when asked what State he hails from,
Our sole reply shall be—
He hails from Appomattox
And its famous apple tree."

Fully five minutes passed before he could proceed any further. A delegate seized a flag and, waving it over his head, marched up and down the aisles followed by others, while the great throng of delegates and spectators favorable to the "silent soldier" filled the air with shouts and songs. But, and notwithstanding, the eloquent effort of Mr. Conkling, was all to no purpose. The cry against a third term could not be overcome, and his vote could not be made to exceed the fated number of 306. But neither could Blaine command success. On the second ballot James A. Garfield, delegate from Ohio, who had placed John Sherman in nomination, received one vote, which on the thirty-fourth rose to seventeen, and on the next was increased to fifty, and on the thirty-sixth to 399 votes, giving him the nomination—the 306 faithfully recording their votes for Grant.

Cook county retained its prestige as the leading Republican county in the State up to 1884, giving Garfield a majority over Hancock (1880) of 10,514, and Blaine a majority over Cleveland (1884) of 8,618.

But in 1888, although Harrison carried the county as against Cleveland it was only by a plurality of 816, the prohibition vote being 2,577, and the greenback-labor 303. The vote in the city in 1880 and in 1884, gave the Republicans a majority; but in 1888, the Democrats carried the city on the presidential ticket for the first time, and by 2,655 majority.

Republican congressmen were elected in the three Chicago districts in 1880, namely, William Aldrich in the first, George R. Davis, in the second, and Charles B. Farwell in the third; also the three members of the Board of Equalization, namely, James P. Root (1), Edward A. Blodgett (2), and Christian Busse (3). The Republicans also carried the State legislature, and elected Horace H. Thomas, of Chicago, speaker of the house. William J. Campbell, of Cook county was also elected president *pro tempore* of the senate.

In 1882, the State was re-apportioned by the legislature for representatives to Congress, and for members of the general assembly, by which arrangement Chicago and Cook county were entitled to four members of Congress, ten members of the State senate, and thirty members of the house. The members of Congress elected from the Chicago districts in November of that year (1882), were again all Republicans, as follows: Ransom W. Dunham (1st district), John F. Finnerty (2), George R. Davis (3), and George E. Adams (4). The Democrats carried the city and county for State treasurer, the latter by 1,628—the greenback candidate receiving only 429 votes. The Republicans again elected a majority of the legislature, Loren C. Collins, Jr., of Cook county, being elected speaker of the house, and William J. Campbell re-elected President of the senate.

In 1884, the Republicans again elected Mr. Dunham to Congress in the first district over William M. Tilden, and Mr. Adams in the fourth, over John P. Altgeld. Frank Lawler, Democrat, succeeded in the second,



A. J. Willard

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and by reason of a split among the Republicans, who had two candidates, William E. Mason and James Fitzsimons, James H. Ward, Democrat, was elected in the third. Members of the Board of equalization were elected as follows: James P. Root (R. 1st district), Timothy C. Hickey (R. 2), Edward A. Blodgett (R. 3), Christian Busse (R. 4).

The election for State officers had unusual interest for the people of Chicago this year, for the reason that the Democratic candidate for governor, Carter H. Harrison, was a resident of that city. It was supposed, and rightfully, as it turned out, that by reason of his popularity in Chicago he would be able to run ahead of his ticket, but although he made a great canvas, and received a majority of 182 votes in Cook county over General Oglesby, his Republican competitor, notwithstanding the county gave Blaine a majority of 8,619 over Cleveland, he was beaten in the State by 11,532 votes.

As both the Republican and Democratic parties held their National conventions in Chicago this year, political excitement ran high throughout the campaign period. Unusual interest was added to the contest locally by reason of the fact that General John A. Logan had been placed on the Republican presidential ticket as a candidate for vice-president. His well established popularity and vigorous methods in the conduct of a campaign, civil as well as military, kept the political cauldron at white heat in the city and State, from July to November.

The success of the Democrats in the election of Cleveland, their first presidential victory since 1856, made General Logan a candidate for re-election to the United States senate before the State legislature which, as before stated, had an equal number of Republicans and Democrats. The attempt to steal a senator by the fraudulent changing of the ballots has already been related, and the question of how either party could achieve a victory with a tied legislature

remained to be settled. During the session three members died, one Republican (Robert E. Logan), and two Democrats (senator F. M. Bridges and representative J. Henry Shaw). Successors of the same politics were immediately chosen to Logan and Bridges, but at the special election for a successor to Mr. Shaw, notwithstanding his district was overwhelmingly Democratic, the Republicans by adopting the policy of what is termed "a still hunt," succeeded in electing their candidate.

The tie was thus broken, and General Logan was for the third time elected to the United States senate. The Democratic caucus candidate against the general was Wm. R. Morrison, but, being unable to poll the full strength of his party, he was finally dropped and Lambert Tree substituted in his place, he receiving on the last ballot ninety-six votes, to 103 for Logan and five scattering.

In 1886 the Republicans succeeded in electing three of the members of Congress from Cook county as follows: R. W. Dunham (1st district), Wm. E. Mason (3) and George E. Adams (4), Frank Lawler, Democrat, being re-elected in the second district. The vote of Cook county on candidates for State treasurer was divided as follows: Tanner (R.) 41,973; Ricker (D.) 26,820; Budlong (Greenback-labor) 24,802; Austin (Pro.) 1,425.

The legislature of 1887 was again called upon to elect a United States senator, in the place of General Logan, whose lamentable death had occurred December 26, 1886. As the Republicans had a majority of both houses, the election of a senator depended upon their choice. A large number of distinguished citizens signified their willingness to take the place, but the candidate of Chicago, Charles B. Farwell, carried off the honor, and was elected in joint session of the general assembly, January 18, 1887. Mr. Farwell had come to Chicago in 1844, when he was twenty-one years of age. He soon became active and influential in politics, and

was twice elected clerk of the county court, and was subsequently twice a member of the Board of supervisors. In 1870, entering upon the broader field of National politics, he was elected to Congress over John Wentworth; was re-elected in 1872, and was returned in 1874 although his seat was contested by his opponent, John V. LeMoynes, to whom it was awarded by Congress. He was also elected to the forty-seventh Congress.

Although not a public speaker, he was regarded as an industrious and capable member, always having an eye to the interests of Chicago. At the close of his senatorial term he failed to secure the caucus nomination of his party, which, however, being in the minority in the legislature, was unable to elect its candidate, the democrats and two the three Farmers' Alliance members having

fused in the election of Gen. John M. Palmer.

In 1888, the Republican National convention was again held in Chicago and the head of the ticket, Benjamin Harrison, carried Cook county, but by only the meager majority of 816; Palmer, the Democratic candidate for governor receiving a majority over Fifer of 4,497. The prohibition vote in the county was 2,577 and the union labor only 303.

The Republicans elected three members of Congress—Abner Taylor in the first district; Messrs. Mason and Adams, re-elected in the third and fourth; Frank Lawler again succeeding in the second. The members of the Board of equalization elected were as follows: George F. McKnight (1), Andrew T. Powers (2), Edward A. Blodgett (3) and Edward S. Taylor (4). *

* MEMBERS OF THE GENERAL ASSEMBLY FROM COOK COUNTY 1880 TO 1892.

1880-2—SENATORS: Republican—George E. Adams, Leander D. Condee, Frederick C. DeLang, W. T. Johnson (resigned), Christopher Mamer.

REPRESENTATIVES: Republican—Addis L. Rockwell, Madison R. Harris, Randall H. White, Orrin S. Cook, George W. Kroll, John L. Parish, Robert N. Pierson, Wm. A. Phelps, Horace H. Thomas, Nathan Plotke, George G. Struckman, Loren C. Collins, Jr.

Democrats—David Sullivan, John R. Cook, Thomas Cloonan, Joseph R. Gorman, Patrick J. McMahon, Thomas H. McKone, S. D. Mieroslawski, Austin O. Sexton, Bernard F. Weber.

1882-4—SENATORS: Republicans—George E. White, John H. Clough, W. H. Ruger, Wm. J. Campbell, Wm. E. Mason, L. D. Condee, C. Mamer, G. E. Adams.

Democrats—Thomas Cloonan, Millard B. Hereley.

1882-4—REPRESENTATIVES: Republicans—John Fairbanks, Robert B. Kennedy, Wm. H. Harper, Hilon A. Parker, John W. E. Thomas, John L. Parish, Joseph F. Lawrence, Erwin E. Wood, Edward D. Cooke, Theodore Stimming, Loren C. Collins, Jr., George G. Struckman, Julius Pederson, A. Wendell, Jesse J. Rook, Peter Sundelius.

Democrats—David Sullivan, Eugene J. Fellows, Thomas McNally, Isaac Abrahams, Redmond F. Sheridan, David W. Walsh, James A. Taylor, Austin O. Sexton, Clayton E. Crafts, Mark J. Clinton, John O'Shea, August Mette, Gregory A. Klupp, John F. Dugan.

1884-6—SENATORS: Republicans—Charles H. Crawford, Henry W. Leman, G. E. White, J. H. Clough, W. J. Campbell, N. E. Mason.

Democrats—Thomas A. Cantwell, M. B. Herredy.

1884-6—REPRESENTATIVES: Republicans—Robert B. Kennedy, Francis W. Parker, Wm. H. Harper, H. A. Parker, Abner Taylor, J. W. E. Thomas, Thomas C. McMillan, Wm. S. Powell, Henry S. Boutell, Eugene A. Sittig, John Humphrey, G. G. Struckman, Frederick S. Baird, Charles E. Scharlau, Adam C. Oldenburg, P. A. Sundelius.

Democrats—James McHale, Ernst Hummel, Thos. J. McNally, Matthew Murphy, James F. Quinn, Joseph Mahoney, Wm. A. Dorman, Stephen F. Sullivan, Clayton E. Crafts, Dennis Considine, John O'Shea, J. J. Schlesinger, Barney Brachtendorf, Thomas F. Mulheran.

1886-8—SENATORS: Republican—Bernard A. Eckart, Chas. H. Crawford, George A. Gibbs, James Monahan, H. W. Leman, John Humphrey, Philip Knopf, Michael F. Garrity.

Democrat.—T. A. Cantwell.

Union Labor.—Richard M. Burke.

REPRESENTATIVES: Republican—Francis A. Brokoski, Durfee C. Chase, David W. Clark, Henry Decker, Kirk N. Eastman, George F. Ecton, John S. Ford, Orrigen W. Herrick, Thomas C. McMillan, John Meyer, Thomas J. Moran, Charles G. Neeley, Stephen A. Reynolds, Charles E. Scharlau, Frank E. Schoenwald.

Democrat.—Bryan Conway, Clayton E. Crafts, John W. Farley, James H. Farrell, John J. Furlong, James F. Gleason, Thomas G. McElligott, Joseph P. Mahoney.

Union Labor—Victor Karlowski, Michael J. Dwyer, James O'Connor, Charles G. Dixon, Leo P. Dwyer, George F. Rohrback, William P. Wright.

1888-90—SENATORS: Republican—B. A. Eckhart, C. H. Crawford, Geo. A. Gibbs, Thomas C. MacMillan, James Monahan, Horace H. Thomas, John Humphry, Philip Knopf, Michael F. Garrity.

Union Labor—R. M. Burke.

REPRESENTATIVES: Republican—George S. Baker, F. A. Brokoski, James N. Buchanan, Quida J. Chott, George F. Ecton, John S. Ford, Jethro M. Getman, Samuel C. Hayes, Ahrod E. Hoppin, Wm. E. Kent, John Meyer, Jacob Miller, James L. Monaghan, Stephen A. Reynolds, Peter A. Sundelius, Edward J. Whitehead, Wm. F. Wilk.

Democrats.—William Buckley, Henry P. Carmody, C. E. Crafts, James H. Farrell, Stanley H. Kunz, Wm. H. Lyman, F. G. McElligott, Joseph P. Mahoney, Joseph H. O'Donnell, James J. O'Toole, James F. Quinn, James Walsh, Frank J. Wisner.

In 1890, the result to the Republicans in the country generally was no less disastrous in Chicago and Cook county, where the Democratic candidate for State treasurer received the large plurality of 9,847 votes; and Mr. Raab, Democratic candidate for State superintendent of public instruction, a large number of German Republicans voting for him on the parochial school question, received the immense plurality of 34,052 votes.

National
Politics.

The Democrats also elected three out of the four Congressmen in Cook county, namely, L. E. McGann (second district), A. C. Durborow, Jr., (third), and W. C. Newberry (fourth), Mr. Taylor, Republican, being re-elected in the first district.

They also carried the lower house of the general assembly, which honored Cook county by the election of its speaker in the person of Clayton E. Crafts, from Chicago.

CHAPTER XIII.

1891-1893.

AT THE municipal election of 1891 (April 7th), the people had the privilege of making a selection of mayor from five candidates, of whom the Democrats furnished two, DeWitt C. Cregier, the late incumbent, and Carter H. Harrison, who had formerly served four terms in the same office, both of whom claimed to be the "regular nominee"—the former, however, being endorsed by the Democratic State Central Committee. Hempstead Washburne was the Republican nominee, Elmer Washburn the "citizens' candidate," and Thomas J. Morgan, that of the socialists. The vote of the city was pretty evenly divided between the three first named, Washburne receiving a small plurality over Cregier. The following is a synopsis of the vote in full: For H. Washburne, 46,957; Cregier, 46,588; Harrison, 42,931; Elmer Washburn, 24,027; Morgan, 2,376.

The other city officers elected were Peter Kiobassa, Cregier Democrat, city treasurer, by a plurality of 4,417; Jacob J. Kern on the same ticket, city attorney, by a plurality of 1,239; James R. B. VanCleve, Republican, city clerk, by a plurality of 5,733.

Hempstead Washburne, the new mayor, a son of the late E. B. Washburne, minister to France, is a lawyer by profession, having been twice elected (1885 and 1887) and served two terms acceptably as city attorney. He was thus prepared, by a practical acquaintance with the administration of civic affairs, to enter upon the intelligent discharge of his duties. He called to his aid the following efficient heads of departments; J. Frank

Aldrich, commissioner of public works; John S. Miller, corporation counsel; Horatio N. May, city comptroller; Stephen A. Douglas, prosecuting attorney, who resigned in April, 1892, and was succeeded by Charles A. Dibble; Franz Amberg, city collector; Robert W. McClaughry, superintendent of police; Denis J. Swenie, re-appointed, fire marshal; John D. Ware, commissioner of health; Louis O'Neill, commissioner of buildings; Wm. T. Ball, inspector of oils.

The city's progress in all public and private improvements was no less striking under the administration of Mayor Washburne than under that of his immediate predecessors, eclipsing, indeed, in many particulars, all former records.

The receipts of the city treasury from all sources for the year ending December 31, 1891, were \$29,550,560; and the expenditures \$28,115,931; and for the purpose of preserving the record as an interesting item of history, the detailed statement is given as follows:

RECEIPTS.	
From the Jonathan Burr Fund.....	\$ 1,722.24
Building Inspection Department.....	59,244.70
Fees, Police Court	76,558.14
Tax sales, \$149.35; contingent fund, \$3.50.....	152.85
Department of Public Works	692,897.88
Fire Department, \$6,755.09; fees, \$1,550.05.....	8,305.14
General Fund	1,410,127.70
Harrison and Tree Medal Fund	48.80
Health Department.....	161.50
House of Correction	61,812.79
Wharfing Interests	1,219.32
Licenses.....	3,382,453.48
Police Life and Health Ins. Fund.....	200.00
Police Department.....	31,294.64
Pounds, \$3,556.88; Public Library, \$6,928.95.....	10,485.83
Rents, \$27,495.90; Refund'g Loan Acct., \$670,700.....	698,195.90
Sewerage Fund.....	171,735.51
School Fund	2,400,440.18
School Tax Fund	351,643.75
Special Assessment Fund.....	6,407,489.14
Street Lamp Fund.....	97,855.56
Surplus Account.....	5,296.77
From Taxes.....	9,200,090.15
Water Fund.....	4,456,337.37
Total	\$29,550,560.29



Jerome Beecher

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EXPENDITURES.

Burr, Jonathan Fund.....	\$ 1,665.13
Building Inspection Department	43,314.69
Chicago and S. S. Rapid T. Railroad Co.....	109,000.00
Cont'gent Fund, \$17,566.62; Tax Sales, \$3,316.46.	20,883.08
Collecting City Taxes.....	118,216.54
City Markets, \$2,113.99; City Cemetery, \$120.80.	2,234.79
City Clerk's Office, \$12,578.59; Treas's, \$38.57...	12,617.16
Department Public Works.....	2,681,832.30
Election Expenses	88,465.32
Erring Woman's Refuge.....	3,456.50
Fire Dept., \$1,401,529.28; Sinking Fund, \$50.60...	1,401,579.98
General Fund	1,378,063.90
Health Department Fund	457,856.81
House of Correction, \$93,288.86. Good Shep- ard, \$3,456.50.....	96,745.36
Interest Account.....	506,320.50
Ill. Humane So., \$116; Judgments, \$48,903.04....	49,019.04
Legal Expense, \$24,861.04; R. Ins. Fund, \$421.10.	25,282.14
Police Fund, \$2,623,239.45; P. Courts, \$3,357.29...	2,623,596.74
Printing and Stationery, \$16,118.44; pounds, \$2,435.95.....	18,554.39
Public Library Fund.....	109,633.79
School Fund	2,399,480.27
School Tax Fund.....	4,287,164.73
Special Assessment Fund.....	6,224,787.70
Street Lamp Fund.....	803,525.71
Sewerage Fund.....	558,458.31
Salaries.....	180,151.87
Suspense Acct., \$451.65; Special Deposit, \$1,000.	1,451.65
Washingtonian Home.....	27,500.00
Water Fund.....	3,891,033.43
Total.....	\$28,115,931.83

The city government has for years felt itself embarrassed by reason of the constitutional tax limitation. Need is often felt for the expenditure on worthy objects, such as cleaning of the streets, of more means than the municipality can command; and although the limitation has subserved a wise purpose, and is based upon correct principles, which should not be abandoned, it might be wise to extend the limit for the purpose of increasing the general fund.

The question of the methods of assessment and collection of city taxes was raised by Mayor Washburne in his Consolidation of Assessment Districts. first message, in which he recommended the abolition of the present seven township districts and their consolidation into one, thus reducing the cost of collection, simplifying its methods and, by avoiding the scramble of officers to collect interest, secure the prompt payment of the amounts collected into the city treasury.

The ever present subjects of street clean-

ing, then especially important in view of the World's Fair; of the smoke nuisance and of public gaming, gave his administration the usual amount of "toil and trouble." Gambling houses were frequently raided and closed, breaking out again semi-occasionally in some other locality. The efforts of the administration in this direction, meeting with more or less success, culminated in the attempt to stop racing at Garfield Park, out of which sprang much litigation and the deplorable killing of one of the proprietors, and two policemen.

During the year 1891 11,805 buildings, aggregating a frontage of fifty-three miles were erected, costing \$54,000,000; 117 miles of streets were paved, and 116 miles improved; 603 miles of sidewalk were constructed, 245 miles repaired, and 716 miles cleaned.

Commissioner Aldrich appended a valuable table of miscellaneous data at the end of his report for the close of 1891, from which the following facts are derived :

The total value of the real estate, buildings and property owned by the city was estimated (much lower than by mayor Cregier) at \$37,690,876.*

A notable fact regarding the improvement of streets and alleys was the remarkable

*Number of school buildings owned.....	225
" " " " rented.....	77
Number of churches.....	573
Railroads entering the city.....	35
Police station buildings	37
Number of men on police force.....	2,298
Electric lights for city purposes.....	993
Acres in public park system.....	2,597
Number of bridges over the Chicago river.....	53
" " " " Calumet.....	5
" " " " Ill. & Mich. Canal.....	3
Viaducts over railroad tracks	31
Street lamps in the city.....	70,076
Vessels arriving during the year	10,224
" departing " " "	10,294
Miles of street railway tracks	395
Cable street railways.....	68
Miles of telegraph wires in use	460
" " drives and walks in parks and boulevards	95
" " streets	2,332
" " sidewalks.....	2,837
" " sewers	888
" " water mains.....	1,346
" " river frontage.....	41

increase of special assessments. Prior to 1872 the largest of these for Special Assessments. any one year was in 1870, which amounted to \$2,836,852. They only reached \$62,277 in 1872, the year after the fire, and none at all were levied in 1873. In 1877 they had grown to \$1,566,081, but then fell off again until 1882, when they rose to \$1,227,169, since which time there has been nearly a gradual increase each year until in 1890 they amounted to over \$4,000,000, and in 1891 to \$6,987,155, and in 1892 to the enormous sum of \$8,790,443.

The receipts on account of the water-works for 1891 were \$4,083,850, and the expenditures \$3,542,722. The cost of the entire system up to 1861, Water Works. when the works were transferred from the Board of commissioners to the Board of public works, was \$1,020,160, and the expenditures for the entire system from that date to December 31st, 1891 (including the above sum) was \$19,061,268.

The total water works income to December 31st, 1891, was...\$27,500,511
And the total operating expenses and maintenance to that date, (including \$7,339,056 interest paid on bonded debt and bonds cancelled) was..... 18,084,189

Making the net income..... \$9,416,321

The total bonded debt of the system to December 31st, 1891 (including the annexed districts) was..... \$4,923,900

The quantity of water furnished in 1880 was twenty-one million gallons, bringing a revenue of \$865,618. In 1890 it was over fifty-six million gallons, and in 1891 sixty-three millions, with a revenue of \$2,364,463.

In 1891, 103,583 miles of sewage were constructed, at a cost of \$1,352,990. The entire mileage of sewers in the city Sewage. was 888,320, distributed as follows: 373,764 miles on the west side, 346,465 on the south, and 168,091 on the north, the total

cost of which was \$12,498,494, at the average rate of \$14,069 per mile.

On December 31st, 1891, the amount of the bonded sewer debt was..... \$2,622,500
River improvement bonds..... 2,608,000

Total.....\$5,230,500

Mayor Washburne, as did all his predecessors, soon discovered the fact that to preside over the government of such a city as Chicago is to occupy a position involving grave responsibilities and untold perplexities. His first act, in declining to preside over the meetings of the city council, in a measure separated him from a large share of the actual work of his office and placed him out of aldermanic touch. It is always unsafe for a public officer to mark out for himself a departure from the beaten path to which years of experience have given the stamp of approval.

His honor's determination later to relegate the appointing power to a subordinate officer was in effect to surrender the most valuable and important of executive duties; which ought to be exercised to advance the best interests of the city, and not, as in this case, to subserve mere partisan ends.

It must also be admitted that the mayor's course towards his chief of police was such as to impair his usefulness and embarrass his administration. His support of this officer was only half-hearted at times, and there were those who claimed that while he approved his acts with one hand, he appeared to oppose them with the other.

The latter portion of mayor Washburne's administration was decidedly more acceptable to the people than the first. He improved by experience, and was able at the close to count to his credit the adoption of several important measures of reform. Among these may be mentioned the following: The passage of an ordinance for the elevation of the railroad tracks passing through the city, and thereby avoiding the constant menace to life at railroad crossings; the change in



THE ROOKERY



MASONIC TEMPLE.

the system of garbage disposal, providing for its destruction in crematories, which is due to his administration, and only needs to be fully carried out to work a great improvement in the sanitary condition of the city.

It must also be remembered that the valuable aid rendered by the city in behalf of the World's Columbian Exposition by the passage of needed helpful ordinances, including the city's subscription of \$5,000,000, was all secured during his administration.

An important building ordinance, recommended by him, was also passed, by which for the first time provision was made for the demolition of structures erected contrary to law, and imposing adequate penalties.

It was also during mayor Washburne's administration that the lake front litigation, so long pending in the courts, was brought to a successful issue, under the efficient management of his law officers.

The four-mile tunnel began under mayor Roche's administration was completed Dec. 7, 1892.

It is also to the credit side of mayor Washburne that the prolonged controversy between the city and the gas companies was brought to a satisfactory settlement, whereby the price of gas to the people was considerably reduced, and the gross receipts secured to the city increased to $3\frac{1}{2}$ per cent., amounting in 1892 to \$171,114.

The bonded debt of the city proper, Dec. 31, 1892, including the World's Fair bonds, was \$18,476,450. The receipts and expenditures were about \$31,000,000.

During 1892 108 miles of streets were paved and 121 miles improved, making a total of 878 miles of paved streets in the city; 799 miles of sidewalk were constructed and 134 miles repaired. The unprecedented building record of 1890-91 was not only maintained but largely surpassed—the number of buildings erected being 13,194, with a frontage of 327,573 feet, at the cost of \$64,740,800.

The total value of real estate, buildings,

etc., belonging to the city Dec. 31, 1892, was estimated at \$41,390,366.

The total cost of the water works to the city up to that date was \$20,378,255, and the total operating expenses and maintenance, including interest on the bonded debt, was \$19,319,311. Their total income to that date was \$30,105,463. The water taxes for the year 1892, amounted to \$2,738,434.

The history of tall buildings in Chicago dates from the erection of the Home Insurance building, fire-proof and ten stories high, situated on the northeast corner of Adams and La Salle streets,—1883-4.*

There had been a growing tendency to increase the height of office buildings, particularly exemplified in the Montauk, on Monroe street, but heretofore they had all been constructed on the old method of heavy walls.

When the problem of the Home Insurance building was presented to the architect it included the condition of division of stories into a large number of small offices, each well lighted. This necessitated reducing the piers to dimensions too small to carry the heavy loads, if built of ordinary masonry. The natural solution was to place a metal column in each pier, the I beam girders and joists resting on brackets on these columns. The load between columns was carried on metal lintels placed directly over the windows, the lintels resting on brackets on the columns.

This produced a skeleton construction of metal, fire-proofed by the masonry, all loads being carried story by story on the columns, what is now often termed: "The Chicago construction."

In the Home Insurance building all the columns are of cast iron, and with few exceptions all the I beams of wrought iron. A few steel beams were used, the first manufactured in America, so that this building enjoys two distinctions. It was the first to

* W. L. B. Jenney, architect, who kindly furnishes this information.

use constructional steel, and was the building for which the Chicago construction was invented and in which it was first used.

The next building of importance built in Chicago in which this method was adopted, was the Tacoma, situated on the northeast corner of La Salle and Madison streets, Holabird & Roche, architects, and soon thereafter this construction became general for tall buildings.

In this system the walls, being independent story by story and carrying only their own weight, are reduced to the thickness required to accommodate the window frames, and in consequence the weights on the foundations are much less than in the ordinary thick wall construction, a condition that made the tall buildings possible, for Chicago soil is a bed of soft, compressible clay of great thickness that will carry only 3,000 pounds to the square foot without an inconvenient settlement. With this load the settlement is three inches. The settlement increases with the weight, to such an extent that the load must be distributed with all the uniformity practicable.

The business centre of Chicago, as at present recognized, is circumscribed by the lake on the east, the river on the north and west, and the railroads at Polk street on the south, crowding all the important banks, public buildings, theatres, stores and office buildings into such a small area as to force the erection of high buildings as the only means of accommodating the rapidly increasing demands. This new construction by greatly reducing the weight of the walls, permitted a material increase in height. As the architects and engineers became accustomed to the new methods, many improvements were introduced, one of the most important being the substitution of rolled steel from cast iron in the columns and lintels and the assembling of all the parts by hot rivets, securing greater rigidity—a matter of serious importance when we consider the amount of wind pressure to which these tall buildings are often subjected. Step by step the heights of

the buildings were increased to the utmost limit the soil would carry, without piling.

Thus far the system of foundations has been independent piers, on a grillage of steel rails and I beams resting on a footing of concrete, and when the lower footings cover all the available ground the limit is reached, which in the Masonic Temple, the tallest building yet erected, was twenty stories and a height of 302 feet above the sidewalk. The last named structure cost over \$2,000,000. Above the basement are 5,000 tons of steel beams, reaching upwards 300 feet. The cost of some of the materials was as follows: Bronze and ornamental iron work, \$108,000; glass, \$45,000; marble, \$118,000; wood work, \$125,000; electric plant and machinery, \$118,000; granite, \$62,000; brick and masonry above the basement, \$107,000; constructional iron work and hardware, \$325,000; steamfitting and roofing, \$91,000. There are 800 offices in the building, and desk room for 5,000 persons. The land upon which the building stands, 170 feet on State street by 114 feet on Randolph, is held at \$2,380,000, or \$104 a square foot.

The next step to increase height is to substitute a pile foundation for the grillage. This is attended with considerable difficulty, owing to the necessity of sinking the heads of the piles to a great depth to insure their preservation.

These tall buildings, as they have in most instances been constructed, can be ranked among the most substantial buildings of the world. They are fire-proof, wind proof and earthquake proof. They are complete in their appointments, containing steam and electric plants, rapid running elevators, hot and cold water in every set of offices, etc., etc., and are elegantly finished with fine woods, marble, mosaic and rich ornamental metal work.

These buildings are in charge of custodians, with large corps of assistants, engineers, janitors, elevator conductors, etc., and are kept in as perfect condition as the finest hotel.

Among the many "sky-scrapers" erected



Aaron Gibbs

THE
LIBRARY
OF THE
UNIVERSITY OF ALABAMA

within the last three years the Masonic Temple may be mentioned as the largest office building in the world.

Other of the buildings conspicuous for their height and cost may be mentioned as follows:

The Temple, erected through the enterprising efforts of the Women's Christian Temperance Union, on the corner of LaSalle and Monroe streets, cost \$1,100,000. It is constructed of granite, marble, brick and steel, and is thirteen stories high.

The new Chamber of Commerce building, on the site of the old one, in many respects the finest of the tall structures, is the same in height as the Temple, and cost about the same amount.

The Unity building, on Dearborn street, near Washington, is sixteen stories in height, and one of the most sightly of the new structures. It has 266 suites of rooms for 800 offices.

The Monadnock is also sixteen stories high, and, including the new addition on the south, will have a frontage of 940 feet. The cost of the grounds and both buildings is about \$3,000,000.

The Leiter building, which extends entirely across the block on State street from Van Buren to Congress, is the largest single retail building in the world, being 404x140 feet in area, and eight stories and basement in height, with a floor space of 553,000 square feet. Its walls are of solid granite blocks, and it cost \$1,500,000.

Although Chicago was not a contestant for the honor, the Democratic central committee decided to hold their National convention for 1892 at the great convention city.

It convened June 21st in Democratic National Convention. a "wigwam" erected for the purpose on the lake front, east of Madison street. The extraordinary spectacle was presented of a candidate being present for the nomination, who had been ignored by the party managers of his own and other states but who, being the choice of the rank and file of his party, compelled the leaders to

give him the nomination. This was not effected, however, without a severe struggle, every inch of ground being contested. Only one ballot was taken, which at two o'clock in the morning resulted in the choice of Grover Cleveland for a second term. Illinois was honored in the selection of one of her distinguished citizens, Adlai Stevenson of Bloomington, as the candidate for vice-president.

The Republicans had previously held their National convention at Minneapolis, June 7-10th, at which President Harrison was nominated for re-election.

The political cyclone, as unexpected as it was overwhelming, which swept the country in 1892, resulted not only in the election of a Democratic president, but for the first time since 1860, in giving to that party control of both houses of Congress. Illinois, which had never failed in its allegiance to the Republicans since the election of Lincoln, not only cast its electoral vote for the Democratic candidate, but for the first time in forty years gave a majority to the Democratic nominee for governor and other State officers. Outside of Cook county the State was still Republican. It was the changed vote of the city of Chicago, which gave the Democrats 35,625 majority that turned the scale.

Democratic congressmen were elected in every Chicago district, except the first, the list being as follows: First district, J. Frank Aldrich; second, Lawrence E. McGann (re-elected); third, Allan C. Durburow (re-elected); fourth, Julius Goldzier. Gen. John C. Black, now of Chicago, was also elected one of the Congressmen at large.

All of the State senators elected in Chicago districts were Democrats, as were sixteen out of the thirty representatives. *

* The following is a list of members of the General Assembly in 1890 and 1892:

1890-92—SENATORS—Republicans: Charles H. Crawford, George Bass, T. C. McMillan, H. H. Thomas, John Humphrey, Philip Knopf. Democrats: Edward T. Noonan, Joseph P. Mahoney, Emil Thiele, John F. O'Maley.

REPRESENTATIVES—Republicans: W. A. Hutchings, H. Dorsey Patton, Edward H. Morris, Quida J. Chott, Wilson

John P. Altgeld, the governor-elect, was the first citizen of Chicago upon whom that honor had been conferred. He is also the first governor of Illinois who was of foreign birth, although the position of lieutenant governor had been filled by a naturalized Frenchman (Menard), an Englishman, (Moore), and two Germans (Koerner and Hoffman).

To effect such a revolution at the polls as that of 1892, there were formed some seemingly unnatural alliances and incongruous combinations. Roman Catholics for the first time found themselves in accord and voting with their ancient Protestant foes, the German Lutherans—the adherents of Gregory XVI. and Martin Luther joining hands on the public school question, the *quasi* issue being a side one, raised by both of these denominations; the champions of law and order in church and State were in fellowship with communists and anarchists and working men and mechanics employed in manufacturing establishments which had been made prosperous through the policy of protection were in hearty accord with those who cried down the tariff and hurraed for free trade.

Brooks, Augustus W. Nohe, Edward H. Griggs, Jacob Miller, Edward J. Whitehead, William Thiemann, Samuel C. Hayes, Wm. F. Wilk, Julius A. Lense, Samuel E. Erickson. Democrats: William Burke, James J. Townsend, Michael McInerney, Wm. J. Kenney, Solomon Van Praag, Stephen D. May, James F. Quinn, Jacob J. Kern, Wm. E. Burns, James H. Farrell, C. E. Crafts, Joseph A. O'Donnell, Henry P. Carmody, Bryan Conway, Wm. H. Lyman John A. Kwasigroch.

1892-4—SENATORS—Democrats: Edward T. Noonan, C. Porter, J. F. O'Malley, Johnson, Moses Solomon, J. P. Mahoney, Henry C. Bartling, Emile Thiele. Republicans:—George Bass, John Humphrey, Philip Knopf.

REPRESENTATIVES—(1) James O'Connor, D.; William Burke, D.; Wm. W. Wheelock, R.; (2) Michael McInerney, D.; Charles S. Deneen, R.; Robert McMurdy, R.; (3) Stephen D. May, D.; James E. Bish, R.; Wm. H. King, R.; (4) James E. McGinley, D.; James F. Gleeson, D.; John Meyer, R.; (5) Edward J. Novak, D.; Edward J. Hayes, D.; Augustus W. Nohe, R.; (6) James H. Farrel, D.; Edward H. Griggs, R.; Godfred Langhoury, R.; (7) Clayton E. Crafts, D.; Robert H. Muir, R.; William Thiemann, R.; (8) Benjamin M. Mitchell, D.; Joseph A. O'Donnell, D.; Daniel A. Campbell, R.; (11) Byron Conway, D.; Henry P. Carmody, D.; William E. Kent, R.; (13) Wm. H. Lyman, D.; John A. Kwasigroch, D.; Samuel E. Erickson, R.

The following is a list of Federal officers at Chicago from 1870 to 1893:

UNITED STATES COLLECTOR.—Norman B. Judd, from

Politics, indeed, makes strange bedfellows, and it is by such unlooked-for associations that the most surprising revolutions are accomplished at the ballot box.

The contest for city officers at the municipal election of 1893 was unusually spirited.

Political. The fact that at the presidential

election in the preceding November Chicago had gone so overwhelmingly Democratic made it seemingly advisable for Republicans to combine their efforts with a citizens' non-partizan movement, a policy which at several previous city elections had proved successful. As a result of various preliminary meetings and conventions a ticket was agreed upon, headed by Samuel W. Allerton, Republican, for mayor; B. Neibling, Democrat, for treasurer; James R. B. Van Cleave, Republican, for city clerk; and James McShane, Democrat, for city attorney.

Carter H. Harrison, after a hot fight in the Democratic convention between his supporters and those of Washington Hesing, resulting in the latter's withdrawal, received the nomination for mayor, M. Bransfield for treasurer, Charles Gastfield clerk; and George A. Trude, attorney.

July, 1872 to October, 1875; J. Russell Jones, from October, 1875 to October, 1877; Wm. Henry Smith, from 1877 to October 1881; Jesse Spalding, from October, 1881, to October, 1885; Anthony F. Seeberger, from October, 1885, to 1889; John M. Clark, 1889 to 1893. John Hitt has acted as Deputy Collector through all the various administrations since June 1, 1867.

Charles H. Ham was United States Appraiser from 1871 until the appointment of Robert N. Pearson in 1889—Mr. Ham being promoted as one of the general appraisers. Gen. Pearson still retains the office (Aug., '93).

POSTMASTERS—John McArthur, from December, 1873 to February, 1877; Frank W. Palmer, from February, 26, 1877 to 1881, when he was reappointed, and served until 1885; S. Corning Judd, from June 1, 1885, to 1889; James A. Sexton, from 1889 to the present time (1893).

COLLECTORS OF INTERNAL REVENUE.—Samuel A. Irwin, from April, 1872, to Oct. 1874; Isaac F. Hogt, Oct. 12, 1874, to Nov. 30, 1875; Philip Wadsworth, Nov. 12, 1874, to June 30, 1875; Joseph D. Webster, June 1875, to March 12, 1876; Joel D. Harvey, March, 1876, to 1881, and reappointed, serving until 1885; Rensselaer Stone, October, 1885, to 1889; Christopher Mamer, 1889 to 1893.

PENSION AGENTS.—Miss Ada C. Sweet, daughter of Gen. Benjamin J. Sweet, was appointed pension agent in April, 1874; was reappointed in 1878 and 1882, and was then succeeded by Mrs. Marian Mulligan, widow of Col. John A. Mulligan, who was succeeded in 1889 by Col. Isaac C. Clements.



MONADNOCK BLOCK.



WOMAN'S TEMPLE.

The citizens' ticket not only failed to command the support of all the Republicans, who considered themselves absolved from their usual party allegiance, and many of whom gave a cordial support to Harrison, but also failed to attract a sufficient number of bolting and dissatisfied Democrats to make the contest even close. While the meetings held by both parties were large and enthusiastic, and apparently made the result doubtful, the counting of the votes showed the largest majority for the Democrat ever obtained for mayor in any contested election in the city. The vote was as follows: For Harrison, 114,237, and for Allerton, 93,148. De Witt C. Cregier, independent Democrat, who was expected to make a considerable

showing, only received 3,069 votes, and Ehrenpries, socialist, 914.

A majority of aldermen elected were Republicans, the new council standing thirty-eight Republicans and thirty Democrats.

The mayor called into the public service the following cabinet: Comptroller, Oscar D. Wetherell; commissioner of public works, Hiram J. Jones; corporation counsel, Adolph Kraus; fire marshal, Denis J. Swenie, re-appointed; commissioner of health, Dr. A. R. Reynolds; prosecuting attorney, William C. Asay; city collector, Frank X. Brandecker, junior; oil inspector, Henry F. Donovan. Robert W. McLaughry was continued as chief of police. *

* ROSTER OF CITY OFFICERS 1880-1893.

YEAR.	MAYOR.	CLERK.	ATTORNEY.	TREASURER
1879-80.....	Carter H. Harrison	Patrick J. Howard.....	Julius S. Grinnell.	William C. Seipp.....
1881-2.....	Carter H. Harrison.....	Patrick J. Howard.....	Julius S. Grinnell	Rudolph Brand.....
1883-4.....	Carter H. Harrison.....	John G. Neumeister.....	Julius S. Grinnell.....	John M. Dunphy.....
1885-6.....	Carter H. Harrison.....	C. Herman Plautz.....	Clarence A. Knight, 1884-6	Wm. M. Divine.....
1887-8.....	John A. Roche.....	D. W. Nickerson.....	Hempstead Washburne..	C. Herman Plautz.....
1889-90.....	DeWitt C. Cregier.....	Franz Amberg.....	George F. Sugg.....	Bernard Roesing.....
1891-2.....	Hempstead Washburne..	James B. R. Van Cleave..	Jacob J. Kern.....	Peter Kiobassa.....
1893-4.....	Carter H. Harrison.....	Charles Gastfield.....	George A. Trude.....	Michael T. Bransfield ..

ALDERMEN.

April 1880-82, (1) Swayne Wickersham, (2) Pat Sanders, (3) D. L. Shorey, (4) Wm. W. Walkins, (5) E. P. Burke, (6) E. F. Cullerton, (7) Jas. H. Hildreth, (8) Frank Lawler, (9) John M. Smythe, (10) H. Schroeder, (11) Thomas N. Bond, (12) Alvin Hulbert, (13) O. M. Brady, (14) F. A. Stauber, (15) Wm. S. Young, Jr., (16) Anton Imhof, (17) John Murphy, (18) Aug. H. Burley.

April 1881-5, (1) Arthur Dixon, (2) James T. Appleton, (3) O. B. Phelps, (4) O. D. Wetherell, (5) Henry F. Sheridan, (6) J. J. Altpeter, (7) John Riordan, (8) Thomas Purcell, (9) James Peevey, (10) Daniel Nelson (11) Thaddeus Dean, (12) Jos. D. Everett, (13) Jas. M. Wanzer, (14) Clemens Hirsch, (15) Adam Meyer, (16) Christian Meier, (17) Edward P. Barrett, (18) Frank M. Blair.

April 1882-4. (1) Swayne Wickersham, (2) Patrick Sanders, (3) O. B. Phelps, (4) S. D. Foss, (5) H. N. Sheridan, (6) E. F. Cullerton, (7) James H. Hildreth, (8) Frank Lawler, (9) M. Gaynor, (10) Geo. E. White, (11) T. N. Bond, (12) John Marder, (13) J. E. Dalton, (14) Michael Ryan, (15) James M. Quinn, (16) J. H. Calvin, (17) John Sweeney, (18) J. E. Geohagan.

April 1883-5. (1) Arthur Dixon, (2) James T. Appleton, (3) F. H. Follansbee, (4) O. D. Wetherell, (5) H. F. Sheridan, (6) Chas. F. H. Doerner, (7) John Riordan, (8) Thomas Purcell, (9) John H. Foley, (10) James Walsh, (11) Samuel Simons, (12) Walter S. Hull, (13) John W. Lyke, (14) Franz

Schack, (15) Wm. Eisfeldt, Jr., (16) Henry Severin, (17) Andrew J. Sullivan, (18) Wm. R. Manierre.

April, 1884-5. (1) W. P. Whelan, (2) Patrick Sanders, (3) D. L. Shorey, (4) Thos. C. Clarke, (5) E. P. Burke, (6) E. F. Cullerton, (7) J. H. Hildreth, (8) Frank Lawler, (9) John Gaynor, (10) M. McNurney, (11) Thos. N. Bond, (12) J. L. Campbell, (13) John E. Dalton, (14) Michael Ryan, (15) Wm. Young, Jr., (16) John H. Colvin, (17) John Sweeney, (18) John T. Noyes.

1885-6. (1) Arthur Dixon, (2) James T. Appleton, (3) Charles W. Drew, (4) O. D. Wetherell, (5) H. T. Sheridan, (6) C. F. L. Doerner, (7) Jos. M. Weber, (8) Redmond F. Sheridan, (9) John Gaynor, (10) Stephen P. Revere, (11) Samuel Simons, (12) W. S. Hull, (13) J. W. Lyke, (14) Franz Schuck, (15) Wm. Eisfeldt, Jr., (16) Henry Severin, (17) John A. Linn, (18) Wm. R. Manierre.

April, 1886-7.—(1) Wm. P. Whelan; (2) George H. Mueller, (3) David H. Gill; (4) Thos. C. Clark; (5) Charles Hillock; (6) E. F. Cullerton; (7) J. H. Hildreth; (8) Lawrence A. Yore; (9) J. R. Wheeler; (10) H. M. Dial; (11) Samuel Kerr; (12) J. L. Campbell; (13) James A. Langdon; (14) Daniel W. Ryan; (15) Joseph H. Ernst, (16) John H. Colom (17) Thos. J. Carney, Jr.; (18) Jacob H. Tiedeman.

April, 1887-8.—(1) Arthur Dixon; (2) James T. Appleton; (3) O. D. Wetherell; (4) D. Harry Hammer; (5) Edward D. Conner; (6) George Emmerich; (7) Wm. J. Murphy; (8) Charles A. Monear; (9) Henry C. Bartels; (10) Augustus W. Nope; (11) John W. Badenock; (12) Alexander White (13) George McGregor; (14) A. P. Johnson; (15)

The new mayor was inaugurated on the evening of April 17th, in the presence of an immense concourse, the scene being enlivened by the display of numerous floral designs, the most beautiful of which, in red roses, flamed out the name of "Our Carter." The taking of the oath of office for the fifth time as mayor of the city, was followed by the delivery of a brief extempore address, in which his honor alluded to the severe ordeal he had lately passed through, to the "shameless abuse" heaped upon him by a "reckless press," and complimented the people on their ability to exercise with intelligence the rights of a free and constitutional government.

(15) John Doornbas; (16) John C. Horn; (17) J. N. Mulvihill; (18) Maelson R. Harris; (19) R. F. Sheridan; (20) George K. Rix; (21) John Rueh; (22) Charles Burmeister; (23) John J. McComick; Wm. R. Mannierre.

April, 1888-9.—(1) Wm. P. Whelan; (2) John H. Hamline; (3) Anson Gorton; (4) Thomas C. Clark; (5) Frank C. Vierling; John S. Ochman; (6) Edward P. Burke; (7) John W. Hepburn, William A. Love; (8) Frank J. Dvorak, John M. Weber; (9) E. H. Cullerton; (10) Simon Wallner; (11) Walter M. Pond; (12) J. L. Campbell; (13) James A. Landon; (14) Herman Weinhardt; (15) Michael F. Bowler; (16) August J. Kowalski; (17) Philip Young; (18) Isaac Horner; (19) John Powers; (20) Otto Hage; (21) Joseph H. Ernst; (22) Thomas D. Burke; (23) Daniel R. O'Brien; (24) Jacob H. Tiedemann.

1889-90. (1) Arthur Dixon; (2) John Stammerfeld; (3) Laban B. Dixon; (4) Martin B. Madden; (5) Timothy C. Hickey; (6) William J. O'Brien; (7) William J. Murphy; (8) George P. Bunker; (9) Joseph E. Bidwell; (10) Thomas McEnerny; (11) William D. Kent; (12) D. W. Mills; (13) John W. Lyke; (14) Philip Jackson; (15) Michael Ryan; (16) John C. Horn; (17) J. N. Mulvihill; (18) Madison R. Harris; (19) James McCann; (20) Daniel Long; (21) John McGillen; (22) Edward Muelhoefer; (23) John J. McCormick; (24) James S. Dunham.

The following were elected from annexed territory September 10, 1889, to April, 1890: (25) F. M. Chapman, M. Keck; (26) P. F. Haynes, Bernard F. Weber; (27) M. J. Conway; D. B. Fonda; (28) Thomas Kelly; Michael Lucas; (29) Patrick Noonan, Thomas Gahan; (30) John F. Kamy; Joseph Pauly; (31) Edwin J. Noble; George F. McKnight; (32) William R. Kerr; William C. Kinney; (33) Charles E. Jockisch; Patrick J. Gorman; (34) James Chasey; John O'Neill.

1890-1. (1) Nicholas A. Cremer; (2) Frank C. Vierling; (3) Anson Gorton; (4) John W. Hepburn; (5) Charles Duer; (6) Edward P. Burke; (7) John A. Cooke; (8) F. J. Dvorak; (9) E. J. Cullerton; (10) William Schwerin; (11) Walter M. Pond; (12) Robert L. Martin; (13) Salo W. Roth; (14) James Keats; (15) Michael F. Bowler; (16) John J. Dahiman; (17) Philip Young; (18) William H. Mahoney; (19) John Powers; (20) William Elfeld, Jr.; (21) Adam Meyer; (22) Julius Goldzier; (23) Daniel R. O'Brien; (24) James B. McAbee; (25) Austin O. Sexton; (26) Bernard F. Weber; (27) David Swift; R. William D. Kent; R; (12) Robert L. Martin, R. James L. Campbell, R; (13) Charles F. Swigart, R. Martin

The mayor has ripened since he last held the reins of city government, and the people may congratulate themselves upon having an executive of such varied ability and experience in public life during the World's Fair period, and one who carries his sixty-eight years with the vigor and grace of a man not half his age.

The early settlers of the prospective metropolis of the west needed no police protection. They were hardy adventurers, men of brawn and determination, and destitute of fear. They were abundantly capable of defending their lives, and they were far more fearful of

Police Department.

B. Fonda; (28) Thomas Kelly; (29) Thomas Gahan; (30) John F. Kenny; (31) Edwin J. Noble; (32) William C. Kinney; (33) Patrick J. Gorman; (34) James Chasey.

1891-2. (1) John R. Morris; (2) John W. Woodard; (3) Anson Gorton; (4) John W. Hepburn; (5) Patrick J. Wall; (6) William J. O'Brien; (7) William J. Murphey; (8) Martin Morrison; (9) Joseph E. Bidwell; (10) John F. Dorman; (11) William D. Kent; (12) Daniel W. Mills; (13) Martin Knowles; (14) Philip Jackson; (15) Harold Michaelson; (16) Hanly H. King; (17) Stephen M. Gosselin; (18) John J. Brennan; (19) Michael J. O'Brien; (20) William C. Pfister; (21) John McGillen; (22) Edward Muelhoefer; (23) John J. McCormick; (24) Peter J. Biegler; (25) Frank E. Brookman; (26) Patrick J. Haynes; (27) Matthew J. Conway; (28) Frank N. McCarthy; (29) Thomas Carey; (30) Adam Rauen; (31) Edwin Plowman; (32) William R. Kerr; (33) Ernst Hummel; (34) John O'Neill.

Present City Council (R. Republican; D. Democrat) (August, 1893). The first name on the list, elected in 1892, the second in 1894.

(1) John J. Coughlin, D; Louis I. Epstean, R; (2) Daniel J. Horan, R; Martin Best, R; (3) Edward Merrenner, R; Eli Smith, R; (4) John W. Hepburn, R; Martin B. Madden, R; (5) John Vogt, R; Patrick J. Wall, D; (6) Henry Stuckart, D; Thomas Reed, D; (7) John A. Cook, R; William J. O'Neill, D; (8) William Loeffler, D; Martin Morrison, D; (9) Frederick Rohde, D; Joseph E. Bidwell, R; (10) Charles C. Schumacher, D; John F. Dorman, D; (11) George B. Knowles, D; (14) James Keats, R; William L. Kamerling, R; (15) James Reddick, R; Michael Ryan, D; (16) Peter J. Ellert, D; Stanley H. Kunz, D; (17) J. N. Mulvihill, D; Stephen M. Gosselin, D; (18) William F. Mahony, D; John J. Brennan, D; (19) John Powers, D; Thomas Gallagher, D; (20) Albert Potthoff, D; Otto Hage, R; (21) Joseph H. Ernst, D; John McGillen, D; (22) Arnold Tripp, D; Edward Muelhoefer, D; (23) John A. Larson, R; William J. Kelley, D; (24) Louis L. Wadsworth, R; Zara C. Peck, R; (25) Austin O. Sexton, D; Albert H. Kleinecke, R; (26) Henry J. Lutter, D; William Finkler, R; (27) Frederick F. Hausen, R; Matthew J. Conway, R; (28) Daniel W. Ackerman, R; Thomas Sayle, R; (29) Robert Mulcahy, D; Thomas Carey, D; (30) John F. Kenny, D; John W. Utesch, R; (31) Edwin J. Noble, R; James L. Francis, R; (32) James R. Mann, R; William R. Kerr, R; (33) Cyrus H. Howell, R; George W. Shepherd, R; (34) John A. Bartine, R; John O'Neill, R.



Ferd. W. Beck

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the predatory incursions of wolves and "redskins" than of the visit of the midnight marauder.

Although the town of Chicago was incorporated August, 1833, no custodian of public peace and morals was found necessary until 1835. On August 5th of that year O. Morrison was elected to the dual office of police constable and town collector. The morals of the settlement prior to that time may be inferred from the fact that the principal offense against the majesty of the law was fast driving over bridges, the penalty for which was five dollars. Originally, half this sum was given to the informer, but it does not appear that this source of revenue was one of the emoluments of Mr. Morrison's office.

The number of tippling shops—otherwise *yclept* groceries—had increased to such an extent by September 1, 1834, that it was found advisable to prohibit their proprietors from keeping their houses open on Sunday, the penalty being fixed at five dollars and costs, one half the fine going to the complainant. The generally unsatisfactory result of this system had much to do with the creation of the office of town constable, as above related, in 1835.

Besides the tippling houses there were resorts where gaming was practiced. This vice had become so pronounced by 1835 that the town trustees felt called upon to adopt a quasi-municipal code, prohibiting the keeping of such houses. More stringent penalties were also attached to the illegal sale of intoxicants; the definition of public nuisances was enlarged, and the discharge of firearms upon the public streets was made punishable.

Mr. Morrison had discharged his duties so satisfactorily, and the necessity for such an official had become so apparent by June 6, 1836—the date of holding the fourth annual town election—that the previous incumbent was re-elected, while his duties had become so onerous that the task of collecting was imposed upon the town assessor.

The first city charter, granted in 1837, provided for the establishment of a municipal court for the trial of all offences occurring within the city limits. For this tribunal was provided an officer, designated as "High Constable," who was at the head of a force of deputies. The city was divided into six wards, and the limitation of the number of peace officers was to be one from each ward. The first high constable elected was John Shrigley, who, with two assistants—Lowe and Huntoon—constituted the first legally organized nucleus of the present police force of the World's Fair city.

On May 20, 1839, six indictments were returned by the grand jury against as many alleged criminals, and the press took occasion to congratulate the public upon the repression of lawlessness.

Orson Smith was elected city marshal in 1842, and was succeeded by Philip Dean in 1844. In 1847 the legislature increased the number of wards from six to nine. One police constable was to be chosen from each ward, and at their head was to be the marshal. At the election of 1848 Ambrose Burnham was elevated to the dignity of the latter position. In 1852 James L. Howe succeeded him, and he in turn was followed by Darius Knight, in 1854. In 1856 James M. Donnelly "stepped into his shoes."

In 1856 a reorganization of the police force was effected. Cyrus P. Bradley was made chief of police, and rejoiced in the title of "Captain." Under him were three first and three second lieutenants, an equal number of subordinates being allowed to each division. Their names were as follows: West Division, M. Tinion and Frederick Gund; North Division, John Gorman and Charles Dennehey; South Division, Charles Chilson and H. Shockley. Benjamin R. Knapp served the city as clerk of the police court.

At the end of 1857 the entire police force, including officers, scarcely exceeded one hundred men. There were three precincts and three station-houses, a propor-

tionally larger number of patrolmen being assigned to duty on the north side. Among the names of officers best known to citizens of that period (besides those already enumerated) were the following: Luther Nichols, E. S. Hanson and E. E. Ambrose in the first precinct; Michael Grant, William Tenbroeck, Francis Hunselshime, John M. Kennedy and Charles M. Taylor in the second; S. P. Putman, John Noyes and George Leander in the third. Under mayor Wentworth's administration Jacob Rehm's name appeared on the city pay-rolls, as did also those of H. A. Kauffman, John Noyes and Philip Petrie.

The necessity for a city prison began to be felt in 1851, the provisions of the county jail having been found inadequate. The first structure of this sort was erected at the corner of Polk and Wells streets, in what was known as block 87 of the school section. It was adequate to the times, but its dimensions would seem ridiculously small to-day. It was only one story in height, one hundred feet long and twenty-four feet in width. It could accommodate, in single and double cells, about two hundred misdemeanants. David Walsh was the first superintendent. In 1856-7 it came to be known as the "Bridewell," that cognomen then coming into general use, owing to the fact that St. Bridget's (or "St. Bride's") Hospital in London, near a well of that name, had been transformed from an eleemosynary into a correctional institution.

Not until February 15, 1861, was the police system of the city changed. The mayor continued the *ex officio* head of the force, the marshal being virtually nothing more than his right-hand man, if the chief executive saw fit to relegate him to that useful though practically subordinate position.

"Long John" Wentworth was elected mayor in 1857, and he was certainly the head of the municipality *de facto*, as well as *de jure*. He found among the ordinances one relative to the obstruction of the side-

walks. It provided a penalty for the exposure of swinging signs, the erection of wooden awnings and of posts, the placing of merchandise upon the streets in such a way as to impede pedestrians, etc., etc. Its provisions had been uniformly disregarded, and it remained a dead letter. One night mayor Wentworth treated Chicago merchants to a surprise, by personally supervising a raid upon the objectionable insignia of commerce. He employed a number of teams and wagons, impressed the police reserves as a sort of "*posse comitatus*," and ruthlessly removed every obstruction prohibited by the ordinance, depositing them in a more or less miscellaneous heap on State street, at the northern end of Market Hall. This action, however, was not taken until repeated warnings had been ignored. The next morning the owners claimed their property. It was all turned over, uninjured, but only on payment of the fines prescribed by the ordinance.

Wentworth was fond of conducting raids in person. He made up his mind that gambling must be stopped, and announced his determination through the columns of the *Democrat*. Little apprehension was felt among members of the gambling fraternity, but they were not left long in doubt as to the sincerity of the mayor's purpose to clean out their establishments with the besom of reform. One warm summer afternoon he began his war of extermination by sending two officers to visit an establishment on Randolph street, between Clark and La Salle. The policemen climbed upon an adjacent roof, and gained access to the rooms through an open, unguarded rear window on the second floor. No sooner was their presence discovered than there occurred a general stampede. But the incontinent flight of the players and proprietors was not a success. At the foot of the stairway they rushed into the arms of a cordon of police, behind whom towered the gigantic form of "Long John" himself. He it was who headed the mournful proces-

sion that wended its way towards the caboose in the basement of the court house, and it was his stentorian voice that encouraged the drooping spirits of the gamblers by the assurance, often reiterated in language more emphatic than polite, that he meant "to teach them a lesson that they would never forget." He personally supervised the booking and locking up of the prisoners, and loudly announced that if any person holding a city license appeared to offer bail the license would be peremptorily revoked. This threat was particularly directed against saloon-keepers and hackmen, whom he cordially detested, and between whom and the gamblers there was believed to exist a friendly understanding.

An amusing episode of this raid was the appearance at the lock-up of a lawyer-politician (afterwards well known and lately deceased) who demanded to see his client. His request having been denied, he attempted to hold a consultation through one of the grated windows. The watchful eye of the mayor espied him.

"What are you doing there, you infernal scoundrel?" fairly shrieked his honor. "Get away, I tell you; get away!"

The attorney replied that he was merely exercising an admitted professional right.

Angered beyond endurance, Wentworth rushed toward him.

"Don't you dare to touch me!" shouted the lawyer.

"O, no! O, no!" yelled the city's executive; and grasping the barrister in a vise-like grip, he never relaxed his hold till he had seen him safely behind the bars of the city prison.

Under the first administration of "Long John" the police walked about in every-day garb, but displayed on the left side of the coat a badge, made of leather.

Wentworth was succeeded by Haines, and it was under his administration that the police force was first uniformed. Each policeman wore a short blue frock-coat, while the leather badge was replaced by a metal star.*

In 1860 Mr. Wentworth again assumed the reins of municipal government, and policemen replaced their stars with leather badges of the old style. The short coats were still allowed to be worn, however, probably for purposes of identification.

Between 1858 and 1861 the city at large was divided into three districts, known respectively as the North, West and South. Subject to the orders of their superior officers, there were two captains, six lieutenants, three sergeants, and about sixty men, who patrolled assigned beats. About half of the available force found employment on the south side, and that section virtually furnished pretty nearly all the police justices. Even at that time, however, politics made itself felt, and there seems to have been a fair geographical division of offices.

The entire police system of Chicago was changed by the Act of February 16, 1861, yet the name of the last city marshals under the old system deserve to be perpetuated in history. J. M. Donnelly was marshal in 1858; Jacob Rehm in 1859, and Iver Lawson in 1861.

On the date named (February 15, 1861), the legislature created the "Board of Police Commissioners." Under this act the Governor was to appoint three commissioners (one from each division), the maximum term of office to be six years. It contained the familiar provision that the first three named should draw lots as to the length of their respective terms. In order that the citizens might be afforded an opportunity to control their own custodians of the peace, the statute provided for biennial popular elections of one commissioner, beginning in 1863.

Governor Yates, the executive at the time, made the following appointments February 22d: For the north division, Alexander C. Coventry; for the south division, Frederick Tuttle; for the west division, William

* The anulation of the officer's coats caused them to receive the title of "coppers," a slang term which gradually came to be applied to the members of the force themselves, even had not English slang already furnished a precedent.

Wayman. An organization was promptly effected with Messrs. Coventry and Wayman as president and treasurer, respectively. When the lots were drawn, Coventry drew the long term, Wayman the intermediate, and Tuttle took what remained. By the provisions of the law a reorganization of the police force was made imperative upon them by appointing a superintendent and deputy superintendent, besides captains, sergeants and patrolmen. They went about the performance of this duty in a way which mayor Wentworth considered altogether too deliberate, and his honor determined to stimulate them to prompt action. With him to resolve was to act, and this he did in a manner as energetic as it was characteristically original. About 1 o'clock A. M., on March 26, 1861, he assembled the entire police force of the city before him at his office in the city hall and unceremoniously discharged them *en masse*, leaving only one custodian at each station. The reason given for this peremptory proceeding was that, in the judgment of the mayor, the new Board of commissioners ought to have the field entirely to themselves. After that no time was lost in making appointments, although for twelve hours Chicago was literally without a police officer of any grade. Jacob Rehm was at once made deputy superintendent, and before sundown a number of captains and sergeants and about twenty-five patrolmen had been sworn in. Cyrus P. Bradley was subsequently appointed superintendent, and within a few weeks all vacancies were filled.

A full uniform was, for the first time, adopted; that for patrolmen consisting of a short, blue frock-coat, with gray trousers with blue side stripe and silver shield.

A new city charter was granted in February, 1863. It reduced the term of office of the police commissioners to three years, one to be elected annually. The mayor was made a member of the Board, *ex-officio*. During this year J. L. Newhouse was chosen to fill the vacancy caused by the expiration of Mr. Tuttle's term of office and Mr. Rehm

succeeded Mr. Bradley as superintendent. Each division of the city constituted one precinct, under charge of a captain, the names of these officers being John Nelson, Frederick Tuttle and William Gund. The location of the principal stations at that time was as follows: First precinct (south division), in the armory building, at the corner of Adams and Franklin streets. In this division there was also a sub-station at the intersection of State and Twenty-sixth streets. The force assigned to duty in this precinct consisted of the captain, three sergeants and thirty-six patrolmen. Second precinct (west division), at the western end of West Market Hall, on Randolph street. Here there reported for duty, besides the captain, two sergeants and twenty patrolmen. Third precinct (north division), on North Market Hall (at the northern extremity) on Michigan street, just east of Clark street. Two sergeants and eighteen patrolmen comprised the force in this section of the city.

In 1864 Commissioner Wayman was succeeded by Thomas B. Brown, and William Turtle was appointed superintendent, *vice* Jacob Rehm.

By an act approved February 16, 1865, the commissioners' term of office was extended to six years, the number of captains was fixed at three, the number of sergeants should not exceed twelve, nor that of patrolmen two hundred. Ex-mayor "Long" John Wentworth was elected a member of the Board, Mr. Coventry still filling the office of president. William Turtle was continued as superintendent. In 1866 the Board was composed of Thomas B. Brown, A. D. Titsworth and Frederick Gund. Jacob Rehm resumed his former position as superintendent. The number of patrolmen was increased by thirty making the entire force one hundred and fifty-five. Three new sub-stations were also added, one at Archer Road and Halsted street, one at Lake and Paulina streets and a third at North avenue and Larabee streets.



S. Halloway

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Other amendments to the charter, relative to the police department, were made in 1867 and 1869, but they related mainly to salaries. Some additions to the number of patrolmen were made from year to year. The Board of commissioners remained unchanged until 1870, when Frank Sheridan succeeded Mr. Tittsworth. W. W. Kennedy was superintendent and Wells Sherman, deputy, *vice* John Nelson. Meanwhile (in 1869) three new sub-stations had been located, one on Cottage Grove avenue, near Twenty-sixth street; one at the corner of Twelfth and Johnson streets, and one at the intersection of Chicago and Milwaukee avenues. No change in the personnel of the Board occurred in 1871, but three more stations were opened, known respectively as the north branch, the south branch and the Webster avenue sub-stations. The number of patrolmen by this time had risen to three hundred and ten.

The work of the department was not seriously impeded by the fire of 1871, nor were the losses sustained in consequence of that calamity as great as those suffered by some other branches of the public service. The total value of property destroyed may be set down as between \$70,000 and \$75,000, a little more than two-thirds of which was on realty. Six brass cannons and six hundred muskets were destroyed. The custodian of the department had in his possession personal effects, consisting of unclaimed property found, recovered from thieves and held as evidence, to the value of about \$20,000. This also perished, and all the books, records and other documents went to feed the flames. Fully one half of the individual members of the force were rendered homeless and penniless, and for their benefit a relief fund of \$10,044.66 was raised, to which the police of other cities contributed liberally.

The West Madison street station house was not harmed and for six months it was used as temporary headquarters, or until the temporary city hall had been built at the corner of Adams and La Salle streets. More

than \$100,000 worth of property lost or stolen during the fire was turned over to the custodian as soon as he had located himself. No sooner had headquarters been opened than the system was again in operation with its old time regularity, a fact which speaks well for the efficiency of the discipline. The labors of the officers during this period were truly herculean, and their duties were performed with marked fidelity. As an illustration of the truth of this fact, it should be stated that during the conflagration many of them remained manfully at their posts, while their own homes were in flames.

While some necessary repairs were being made to the Armory building shortly before the fire, headquarters for the first precinct were opened at the Bridewell. After being burned out here, this division of the force took up quarters in a church at the corner of Harrison street and Wabash avenue, and a few days later at the corner of Van Buren street and Pacific avenue. Here the men themselves built a lock-up, which they occupied until their new station-house was completed. This building was the finest station in the city at the time and cost nearly \$40,000. The headquarters of the north division police were opened after the fire at 180 Dearborn avenue. In 1873, the Chicago avenue police station was erected at a cost of about \$25,000, and the quarters on Dearborn avenue were abandoned.

It would prove interesting to describe, in detail, the gradual increase in the number of stations, which kept fully abreast of the city's growth in population. From eleven in 1871 it had risen to fifteen in 1881, at which time the entire territory covered was divided into four precincts. The annexation of the outlying towns in 1889 necessitated a redistricting of the enlarged territory, which was divided into ten precincts, while the total number of station-houses was thirty.

In 1875 the system of control was again changed. The Board of commissioners was abolished and the executive power of the

department was vested (subject to the mayor) in a superintendent. One of the appended tables will show the names of those who have been at the head of this vital branch of the public services since Chicago's rehabilitation. The alteration proved on the whole beneficial. Before each chief executive officer was held the tempting prospect of surpassing the record of his predecessor. The daily press for a long period had teemed with criticisms, many of them ill-natured. Chicago was depicted in Eastern journals as a safe harbor for the abandoned of both sexes, a place where professed criminals were sure of immunity, and a city where sworn officers of the law were only a shade less disreputable than avowed depredators. Statistics bear out no such statement, founded, as it was, largely upon personal rancor and sectional rivalry. Its best refutation is to be found in the appended statistics relative to arrests, property stolen and recovered, etc. Better showings may be made, but taxation for all municipal purposes has been kept low; the police force was relatively small, and double duty was imposed upon a small body of men, comparatively poorly paid, but who have never failed when their courage was put to the test.

The commissioners were by no means filled with regret at the legislation which relegated them to private life. Their remuneration had not been made adequate, and they had been targets for public and journalistic censure.

Prior to the great fire, the detective bureau occupied an altogether subsidiary—if not indeterminate—position in the department. No appropriation was made for its special maintenance, and many prominent citizens regarded it with glances which were oblique, if not distrustful. In 1871, the city employed only nine detective officers, at whose head was Wells Sherman. In 1873 Sherman was succeeded by Samuel A. Ellis. He entered upon the duties of his position *con amore*. A thorough re-organization was effected, and for the first time in the city's

history a special secret service fund (only \$10,000) was created. In 1874, he gave way to Joseph H. Dixon, who was succeeded in 1876 by William J. McGarigle, who was retired, in 1880, in favor of Edward J. Steele, who was followed one year later by Edward J. Keating. Later incumbents of the post have been Thomas H. Conover, Joseph Kipley and John J. Shea. From the inchoate stage above meagerly outlined this branch of the service has steadily developed in magnitude, importance and value, until it ranks second to but few, if any, in the country at large. The secret service fund has been gradually and annually enlarged from the year of its first creation, and the efficacy of the force has been over and again demonstrated, not only in the ferreting out of local crime but also in the capture, detention and surrender of malefactors from other States and countries.

The present efficiency of the force is largely due to the inauguration of the telegraph and telephone service, which occurred under the first mayoralty of Carter H. Harrison. His claims to the honor of its introduction are set forth in a previous chapter, but a brief outline of the character of the service is not out of place in the present connection. The electrical apparatus is placed in a box attached to a solid iron pillar, which also serves as a lamp post. Each patrolman carries a key to the box, and numbered keys are also given to householders of good repute upon proper application. On opening any one of these boxes, one is confronted with approved appliances for signalling alarms of every description. By simply operating a lever and pressing upon a button, the citizen or officer may notify the nearest station of the breaking out of a fire, the occurrence of an accident, the commencement of a disturbance, or the commission of a crime. The patrol wagon may be summoned, or any other form of additional police protection invoked. Each box also contains a telephone, by means of which any patrolman may at once communicate, ver-



POLICE ALARM TELEGRAPH.

bally, with his immediate superior. The boxes are octagonal in form, seven feet high, and the space between the opposite sides measures two feet and five inches. They are of a conspicuous shade of green, and in general appearance resemble any ordinary sentry box. The locks are peculiarly constructed. Any citizen having been allowed to have a key may open them, but to take his key out is beyond his ability. Once inserted, it remains there until the "release key" of a patrolman permits its withdrawal. This arrangement is known as a "trap lock." Its advantages are obvious. Each citizen's key bears a number corresponding to his name upon a register carefully kept; if, from mischief, malice, or possibly a worse motive, he should turn in a fictitious or deceptive alarm, the retention of his key in the lock indicates to the authorities his name and residence.

In addition to the public alarm boxes, a large number of private signal boxes have been placed in private residences, hotels, stores and offices. A duplicate key of each of such places is left at the call station. Each key is securely and separately sealed, and all locked in the station safe. When a call is received from such a source, the officers who respond are able to gain entrance to the premises without more than an instant's delay.

The introduction of the use of patrol wagons in connection with the alarm and telegraph system, has proved of incalculable advantage. These vehicles are well adapted to the service required of them. Under the seats are "lockers," wherein are carried appliances equally suited to the management of desperate criminals, the alleviation of suffering and the repression of disturbance. Each carries handcuffs, arms, clubs, ropes, and a stretcher. Their introduction has proved a veritable boon. Speaking of them in his annual report for 1891, chief McClaghrey called attention alike to the excellences and defects of this branch of the service. He said: "It is true that while we

lead all other large cities in our almost perfect patrol wagon system, we are very much behind them in providing for the sick and wounded that constantly demand our service." This statement was followed by a comparison between the ambulance service of Chicago and New York. The chief goes on to say:

"I especially desire to call your attention to the urgent need of a better ambulance service. It is true that while we lead all other large cities in our almost perfect patrol wagon system, we are very much behind them in providing for the sick and wounded that constantly demand our service. Our ambulance service consists of two vehicles, while New York has twenty-one regular ambulances and half a dozen more that can be utilized in case of need. Bellevue Hospital alone has eight. The two in our service have been of inestimable value in conveying sick and injured persons to hospitals, homes, depots, etc., but the demand is so great that it is impossible for them to respond to a tithe of the calls.

"In view of the fact that the demands for this service will be increased during next year, I trust that in the interests of suffering humanity and for the good name of Chicago, you will provide the necessary means to furnish at least four more ambulances for our service."

The foregoing (necessarily) brief account of the inception, gradual growth and ultimate development of Chicago's police system, considered in connection with the appended statistical tables, will afford the reader a concentrated view of the metropolitan force as it exists to-day. A few other facts, however, should be adduced in order to insure a correct apprehension of what the force has achieved.

The heroic services rendered by individual members of the department during the great conflagration of 1871, the unquestioning devotion which induced the average patrolman to aid and protect others while his own family and household goods were threatened, have been already portrayed. Neither was this

branch of the municipal service found derelict in the lesser blaze of 1874.

The labor riots of 1877 were, inherently, a severe tax upon the courage, fidelity and indomitable energy of the police. A more detailed account of these disturbances and of their suppression has been already given.

It was, however, in May, 1886, that the city witnessed its most serious outbreak, and that the discipline and determination of the police was most thoroughly tried. For many months there had been mutterings of discontent among wage-workers. Whether or not they had foundation in fact is immaterial in the present connection. The spirit of anarchy was rife. Demagogues claimed chief attention at the meetings of organized labor. Workingmen felt aggrieved, and many of them lent a more or less willing ear to exhortations (which they only half believed) from these professional agitators. The latter, were men of some oratorical power; yet essentially demagogues. Into willing ears they poured a tirade of abuse against capital. Inflammatory circulars and addresses incited the assemblage of riotous mobs more or less under the influence of stimulants, who were forced sullenly to disperse only after the speakers had incontinently sought refuge on the platform of the nearest street car. The crisis came at length. On the evening of May 4, 1886, a mass meeting was called to assemble in Haymarket square, on the west side. Handbills announcing the place, date and hour of the assembling were scattered about the city, in all localities where it was considered likely that their distribution would result in swelling the attendance; especially in saloons in those quarters where the discontented foreign element was numerically in the ascendant.

At the hour named an immense concourse, composed of heterogeneous elements, had assembled. There were many present who had come solely from curiosity, anticipating an outbreak and anxious to see the result. There were also bona fide workingmen of sincere and earnest purpose; men who hon-

estly believed that existing social condition were working a grievous wrong to labor, and who were willing to listen to any speaker who could suggest a practical remedy. But with these came others, some of them the offscouring of the capitals of continental Europe and the very dregs of organized society; unwilling to labor themselves but eager to poison the minds of those who were; rampant revolutionists, whose creed was crime and whose aim was plunder.

At the outset the meeting was orderly, the turbulent element making no pronounced manifestation of its presence. His honor the mayor—Carter H. Harrison—was present early in the evening, but after listening to a portion of the speaking, and finding it far more moderate than he had been led to expect, withdrew.

Subsequent to his departure the true motives for convening the gathering became more and more apparent. The speakers' stand was a wagon on the east side of Market street, between Randolph and Lake streets, and from this extemporized platform speeches of incendiary character were delivered by men who found agitation more remunerative than toil, and who, fancying that they had nothing to dread from a social upheaval, urged ignorant crowds to trample under foot the very semblance of that authority without whose preservation no State can hope to exist.

It was during the delivery of one of these harangues that Inspector John Bonfield with a force of "blue coats" arrived upon the scene. Forcing his way to the front the officer, in a loud tone, ordered the meeting to disperse "in the name of the State of Illinois." The crowd had been wrought up to a frenzy of excitement by the impassioned appeals which had gone before, and stood, sullen and uncertain. A charge by Bonfield was ordered and then ensued the most sanguinary conflict between the police and populace ever witnessed in the streets of Chicago. Clubs, pistols and missiles were brought into play on both sides, and blood ran freely. At



Philip A. Hayne

UNIVERSITY OF ALABAMA

length there came a sound not unfamiliar to the ears of those of the combatants who had seen service on southern battle-fields—the hissing of the fuse of a bomb. At the same instant the faint glow of its burning marked a lurid path through the air, and almost simultaneously a loud explosion attested the fact that anarchism in Chicago had passed from a menace to a deadly reality. The doctrines which a long-suffering municipality had permitted to be preached, without molestation, in secret conclave, in public beer gardens, and even by loud voiced orators upon the Lake Front itself, had borne their legitimate fruit. The first dynamite bomb had fallen, and more than a score of men lay dying or wounded upon the stones of the street. Confusion was followed by panic; and the frightened crowd fled precipitately, few caring for destination or direction if only safety was secured. For a moment the police force was confounded. The attack had been as unexpected as it was well aimed, and what the outcome might have been had it been followed by a concerted attack of the rioters under determined leadership can only be imagined. The actual effect, however, after the first shock was over, was to stimulate the officers to hotter pursuit after the flying mob. Many arrests were made that night; others followed during the ensuing week.

The office of the *Arbeiter Zeitung*, the avowed organ of anarchy, was entered and searched on the following day, and much that it was believed would prove incriminating evidence against the proprietors and editors carried away. Some of those who were known to have been identified with anarchist "groups" and to have been prominent at the meeting at Haymarket square sought escape from capture by flight or in hiding, and some of the latter fought desperately before yielding after discovery by officers. Among those who succeeded in leaving the city was Albert D. Parsons, one of the leaders of the revolutionary cabal and a speaker on the evening of May 4th.

Subsequently he returned and voluntarily surrendered himself to the authorities, to share the risk and fate of his comrades.

The identity of the individual who actually threw the bomb, whose flash startled not only a city but a continent, has never been positively known. It has for many years, however, been the belief in police circles that he was one, Schnaubelt, who was arrested on suspicion, on May 5th, and, after being detained in custody for a few days, permitted to depart. But the meshes of the law's net caught other culprits, and those who, by advice and leadership, had fomented the *status*, which rendered the riot possible, were held accountable by the grand jury. That body indicted eight of the leaders for murder, the particular offence charged being the killing of Matthias Deegan (a policeman), who lost his life at Haymarket square on the evening of May 4, 1886, through the throwing of the fatal bomb.

The trial occupied many months, but ended in conviction. The State's attorney was aided by able counsel, and the defense employed some of the shrewdest, best trained, best equipped attorneys who ever appeared before a criminal court in Cook county. A strong effort was put forth in some quarters to befog the public mind in reference to the real issue involved. It was openly asserted that the trial was the culmination of a fight for supremacy between grasping capital and prostrate labor, in which a venal constabulary had become the willing tool of the former. Yet popular sentiment set upon the verdict the seal of its approval, not in revengeful malice but in sorrow. Seven of the accused were sentenced to death and one (Oscar Neebe) to imprisonment for fifteen years. The sentence of two of those condemned to suffer capitally—Samuel Fielden and Justus Schwab—was commuted by Governor Ogelsby to life imprisonment. Of the remaining five one (Louis Lingg) committed suicide in the county jail by exploding between his teeth a small dynamite bomb, of which he had managed to become possessed surreptitiously.

Four (August Spies, Albert D. Parsons, Adolph Fischer and Louis Engel) were hung on November 14, 1887.

With the execution of these men anarchy in this city, like a smitten serpent, hid its head. No small meed of praise should be accorded the police force for its conduct during what was unquestionably one of the most trying ordeals ever undergone by the police of any American city; and it is to the watchfulness and promptitude of the department during the years that have supervened that the people of Chicago are indebted for their immunity from a repetition of the week of anxiety, which preceded and followed May 4, 1886.

The Haymarket riot was more than a mere local event. It attracted the attention of other cities, and even occupied a large space in European journals. Judge Gary presided with admirable dignity and judicial fairness, his rulings having been approved by the supreme court of this state and the United States.

The state's attorney who conducted the prosecution was Hon. Julius S. Grinnell, afterwards a judge upon the bench of the Circuit court of Cook county. The counsel first employed by the defence were Moses Salomon and Sigmund Zeisler. Later Capt. W. P. Black and William A. Foster, Esq., were retained, both actively participating in the trial. Leonard Swett aided in prosecuting the appeal to the State Supreme Court, and Gen. Benj. F. Butler was retained to present the case before the Supreme Court of the United States. The pardoning of Fielden, Neebe and Schwab by Governor Altgeld was widely and severely criticised, accompanied as it was with reasons which condemned the rulings and demeanor of the courts.

In 1885 Hon. Lambert Tree and Hon. Carter H. Harrison generously provided for a series of gold medals to be annually awarded to those members of the police and fire departments of the city who may have distinguished themselves during the year by the

performance of the greatest act of bravery in the preservation of life and property. The mayor, comptroller and city treasurer were made *ex-officio* trustees of the fund established and the awards are made by them upon records kept and laid before them by the superintendent of police and the fire marshal. The presentation of the medals takes place on decoration day of each year. Patrolmen James Brennan and Solomon C. Steel were thus honored in 1886 and 1887, respectively.

The special acts of bravery for which these officers were decorated were alike in general features, and consisted, in both cases, in seizing and holding, at the imminent peril of their lives, teams of runaway horses attached to vehicles containing women and children.

In 1888 no claims were made for conspicuous bravery, no opportunity being presented for the display of such quality, and consequently no medal was awarded for that year.

In 1889, on the contrary, acts of special courage were numerous. The medal was conferred upon patrolman Isaac Odell. On the night of June 25, 1889, he pursued, under fire, a noted criminal, into a large, unfinished building, and effected his arrest. In the struggle between the officer and his prisoner both tumbled into the basement, and the patrolman sustained injuries which incapacitated him for active duty during the remainder of his life. An additional gold medal was presented that year to the widow of patrolman Adam W. Frye, in recognition of the bravery of her husband, who sacrificed his life on the night of August 9, 1889, while attempting to intercept two burglars who were being pursued by a brother officer. Both burglars were subsequently arrested, convicted and sentenced to long terms in the penitentiary.

During 1890-91, many meritorious acts were performed by members of the department, but none were considered sufficiently conspicuous to justify the awarding of the much coveted prize.

By the year 1887 the force consisted of 1,145 men, and the expenses of the depart-

ment for that year amounted to \$1,305,562.67. The total value of its property was estimated at \$486,627.21, of which \$383,600 was charged to real estate. The city was divided into five precincts and the number of stations was twenty. There were 46,505 arrests made, and the value of stolen property recovered was \$108,023.03, out of a total of \$210,950.14 reported.

The annexation of the village of Hyde Park, the city of Lake View, the towns of Lake and Jefferson, and part of the town of Cicero to Chicago in July, 1889, immensely increased the area of the city. The combined strength of the force in the annexed territory amounted to two hundred and sixty-six men, and became in accordance with the provisions of the statute a part of the Chicago police force. To afford proper police protection in the one hundred and seventy square miles included within the corporate limits required the building of seven new station houses, at a cost of some \$13,000, and the entire re-organization of the department. The force was increased from 1,624 to 1,900 men, and the expenditures rose from \$1,602,594.60 in 1889, to \$2,200,126.96 in 1890. The general condition of the force was much improved, and its efficiency was proved by the fact that in very few instances did the perpetrators of an important crime commit-

ted in Chicago escape arrest, while scores of criminals fleeing from other cities were, by the constant vigilance of the local police, captured and returned to the proper authorities.

The ambulance service, however, was found to be sadly defective. The department owned but two vehicles of this description, resort being had to patrol wagons which were but poorly adapted for the conveyance of mangled, sick or dying persons to hospitals or elsewhere. During the following year (1891) four new ambulances were purchased, at a cost of \$1,600. Some idea of the necessity for the service may be formed from the fact that in 1890 the two wagons then in use responded to 2,149 calls, traveled 15,457 miles, and carried 2,180 persons to the hospitals, their homes, the stations, railroad depots and elsewhere.

The subjoined statement shows the numerical strength of the police force, number of arrests, amount of fines imposed, value of property reported stolen, value of stolen property recovered, and expenditures of the department for each year since 1872:*

The signal, or alarm system—by telegraph and telephone—has been improved year by year until it has reached a degree of efficiency unsurpassed by that of any other American city. The accompanying cuts

*YEAR.	NUMERICAL STRENGTH OF THE POLICE FORCE, OFFICERS & MEN.	NUMBER OF ARRESTS.	AMOUNT OF FINES IMPOSED.	VALUE OF PROP- ERTY REPORTED STOLEN. *	VALUE OF PROP- ERTY RECOVERED	EXPENSES OF POLICE DEPT.
1872 ...	455	21,931	\$ 128,475	\$ 62,449 00	\$ 40,187 00	\$ 498,297 35
1873	458	31,585	211,969	277,304 00	95,398 00	505,327 61
1874	552	27,995	165,749	347,589 74	210, 85 00	653,258 65
1875	597	24,899	83,101	211,138 49	118,218 00	722,876 52
1876	517	27,291	104,196	182,591 00	282,096 00	639,886 59
1877	516	28,035	166,087	161,909 27	132,037 64	534,842 78
1878	442	27,208	230,720	156,119 67	115,893 38	432,758 95
1879	453	27,338	205,147	106,034 71	93,370 76	445,195 42
1880	473	28,480	151,560	142,569 41	123,509 35	491,672 38
1881	506	31,713	163,937	147,444 36	118,508 56	577, 37 77
1882	557	32 800	159,495	121,929 37	91,265 35	659,259 70
1883	637	37,187	224,441	144,802 04	90,792 06	703,579 66
1884	924	39,434	220,230	149,837 85	112,943 43	779,721 45
1885	924	40 998	202,000	152,113 43	106,116 21	1,079,334 74
1886	1,032	44,261	202,063	161,628 24	149,988 52	1,192,769 56
1887	1,145	46,505	259,249	210,950 44	118,023 03	1,305,562 67
1888	1,255	50,432	305,176	222,349 78	193,141 67	1,400,437 40
1889	1,624	48,119	275,925	218,163 43	216,822 12	1,611,594 60
1890	1,900	62,230	363,938	276,606 70	228,885 73	2,200,126 90
1891	2,306	70,551	464,850	359,144 95	309,585 45	2,622,046 45

illustrate the system of alarm telephone boxes in use by the department.

In 1887 there were but 473 of these boxes, placed at the most prominent street corners throughout the city. By 1891 the number had increased to 675, connected with which were 601 miles of aerial and forty miles of underground wire, and the total value of the plant was \$81,883.50 *

The earliest Chicago fire company of which even tradition has handed down any record was the "Washington Volunteer Fire Company," which was organized in 1832.

The legislature of 1831 had passed an act conferring power upon town and village trustees to organize fire companies, whose members should be exempt from military service "except in time of war." To guard against abuse of this exemption clause, the membership of each company was limited to thirty. However, as Chicago did not have at that time a baker's dozen of buildings and was not even a town, the "Washington

Volunteers" were not incorporated, and the organization, (which never owned any apparatus) is only a memory of the past, the names of but three members having come down to posterity—J. J. Gilluffy, secretary; A. V. Knickerbocker and H. Williams, the latter two being probably, those of "high privates." Such as it was, however, the company continued to hold meetings, (although it probably never did anything else) until the spring of 1833. In August of that year the town was incorporated, and the first "fire ordinance" was passed November 6th following. It prohibited passing stove pipes through roofs, partitions or sides of buildings unless guarded from contact with wood by at least six inches of two sheets of iron. To enforce this prohibition a "fire warden" was necessary, and Benjamin Jones was the first to hold that office. When, in September, 1834, the town was divided into four wards, one of these officials was appointed for each division as follows: W. Worthington, for the first ward; E. E. Hunter, for the second; Samuel Resaque for the third; and James Kinzie in the fourth.

These officials were charged, not only with the enforcement of the ordinance, but also with the supervision and direction of the action of such citizens as might respond to an alarm of fire, which was then given only by verbal cries. The wardens, outside of the distinction of holding office, and the approbation of their own consciences, received little reward. The pecuniary emoluments of the position were confined to a per diem stipend for the examination of tenements on the first Monday of each month with a view to ascertaining whether stove pipes were properly protected.

The first fire in Chicago, of which any report has been preserved, occurred October 7th, 1834. The close approximation of month and day to the date of the great holocaust of 1871 is worth noticing. An account of it appeared in the *Democrat* of October 15th, and is copied below. The paragraph is of interest, not only for its

* The subjoined table shows the superintendents and secretaries of the department from 1861 to 1894, inclusive:

YEAR.	SUPERINTENDENTS.	SECRETARIES.
1861	Cyrus P. Bradley.	Charles Hodson.
1864	William Turtle	"
1865	Jacob Rehm	Edward P. Ward.
1870	Wm. W. Kennedy	"
1872-3	Elmer Washburn	"
1873-4	Jacob Rehm	"
1875-7	Michael C. Hickey	"
1878	Valorus A. Seavey	"
1879	Simon O'Donnell.	Austin J. Doyle.
1880-1	Wm. J. McGarigle	"
1882-4	Austin J. Doyle	Dominick Welter.
1885-7	Frederick Ebersol	Joseph B. Shepard.
1888-9	George W. Hubbard	"
1890	Frederick H. Marsh	"
1891-2	Robert W. McCloughry	Alexander F. Campbell.

The police commissioners from 1861 to 1874 (in which year the Board was abolished by statute), were as follows:

1861. Frederick Tuttle, William Wayman and Alexander C. Coventry.

1863. Alexander C. Coventry, William Wayman and John L. Newhouse.

1865. Alexander C. Coventry, John Wentworth and Thomas B. Brown.

1866. Thomas B. Brown, A. D. Titworth and Frederick Gund.

1870. Thomas B. Brown, Mark Sheridan and Frederick Gund.

1870. Manuel Talcott, Mark Sheridan and Jacob Reno.

1873. Mark Sheridan, E. F. C. Klokke and Charles A. Reno.



Addison Ballard

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historic value, but also as an illustration of the style of journalism prevalent in those days. The reference to the "Jackson money" and "rag currency" are not without significance.

"On Saturday last, about ten o'clock a. m., a building on the corner of Lake and LaSalle streets and the one attached were discovered to be in flames. Our citizens repaired to the scene of conflagration with a promptitude worthy of commendation and succeeded in arresting its progress, after destroying two other buildings adjoining. The wind being high at the time threatened the destruction of a number of the surrounding houses, but by the exertions of our citizens were saved from the devastation. The loss of the sufferers will be severely felt, as some of them lost their all. A building on the corner, occupied as a dwelling, loss \$300. There was in the house \$230 in money, \$125 being in Jackson money was found in the ruins. The remainder, the rag currency, was destroyed. A building, old and occupied as a cabinet shop, and another building as a grocery by H. Rhines, together with dwelling, furniture and tools, loss \$1,200. A building old and occupied as a dwelling by James Spence, loss \$500. The fire commenced by a coal from a shovel in carrying from one building to another. The want of suitable officers to take charge and oversee in cases of fire, is much felt, and we understand the trustees have suitable regulations in respect to it."

This fire caused no little excitement, and it was perceived that protection was inadequate in case of emergencies. Two days later the Board of trustees ordered the fire wardens to wear badges of office, authorized them to summon bystanders to their assistance—something after the manner of a sheriff's posse comitatus, and making each warden a temporary "chief" in his own ward. All this zeal had to find some immediate outlet. It was found in the imposition of a fine (for the first time) for a violation of the "stove-pipe ordinance." The amount of the penalty is not known, but the name

of the unlucky culprit was "Mrs. Hopkins," and she owed her misfortune to the zeal of fire warden No. 2.

The next action of the trustees was the passage on November 3, 1834, of another "fire ordinance." Having provided for the safe construction of stove-pipe holes, the trustees next turned their attention to the prohibition of the conveying of "fire-brands or coals of fire from one building to another, within the limits of the corporation, unless in a covered earthen or fire-proof vessel." The penalty attached to each violation was a fine of five dollars, which might be imposed by any justice of the peace. The ordinance, as passed, was attested by the signatures of John H. Kinzie, president of the Board, and E. W. Casey, "clerk *pro tem*."

Meanwhile the town's provisions against fire remained ridiculously inadequate to the wants of a rapidly growing community. The *Chicago Democrat* is authority for the assertion that in May, 1835, there was "not even a fire bucket" in the place. But on September 19, following, the Board of trustees pledged the credit of the corporation for the purchase of two engines, of a pattern to be selected by the president, and "one thousand feet of hose." Authority to make such purchases was delegated to William B. Ogden, as agent of the corporation. Within three weeks thereafter, on October 7, the trustees determined to buy "two fire-hooks, with chains and ropes, two ladders sixteen feet long, four axes and four hand-saws," at an expenditure of \$29.63. On the same date, the "Pioneer" Hook and Ladder Company was formed, the first citizens to sign the roll being Philip F. W. Peck, Joseph L. Hansen, Joseph Meeker, and J. McCord. Other names were soon enrolled, as follows: John L. Wilson, E. C. Brackett, John Holbrook, T. Jenkins, T. F. Spalding, Isaac Cook, J. J. Garland, George Smith, J. K. Palmer, Thomas S. Ellis, John R. Livingston, Henry G. Hubbard, George W. Snow, Thomas J. King, N. F. J. Monroe, George W. Merrill,

Samuel S. Lathrop and Thomas S. Hyde.

This action, however, was only tentative, and not until November 4, 1835, was the first Chicago fire department really organized. On that date, an ordinance was passed making the Board of trustees ex-officio fire wardens, and authorizing them to appoint a chief engineer, with two assistants, besides four additional fire wardens. The-house-to-house inspection by the fire-wardens was continued, and every householder was required to keep "one good, painted leathern fire bucket," with the owner's initials painted thereon, for either fire-place or stove, provided he used only one. If he had more he must have two buckets, under a fine of two dollars for each deficient bucket, and the further sum of one dollar "for each month he shall neglect to provide himself with such bucket or buckets, after he shall have been notified by a fire-warden so to do." The object of this provision is palpable. There were many buckets, and in case of fire, every man who owned one might be required to turn out and work like a Trojan under the supervision and instruction of the fire-wardens. Should he fail to respond, he was liable to a fine of two dollars. This led to the formation of the first "bucket company," which existed for five years.*

It did not take long to demonstrate the imperfections of such an embryonic system. A brand new fire engine made its appearance in December, its purchase having been authorized in September. The sellers, Stubbard & Company, kindly favored the corporation by accepting its price, \$894.38—in two annual installments.

On December 12th, the first fire company under the new ordinance was formed. It adopted the name of the "Fire Kings No. 1." The first signatures to the roll were those of H. G. Loomis, H. H. Magie, J. M. Morrison, W. M. Clarke, John Calhoun, Alvin Calhoun,

W. H. Stow, C. Beers, Peter L. Updike, A. Gilbert and J. C. Walters. Its motto was "*pro bono publico*," and its first officers were: S. G. Trowbridge, foreman; H. G. Loomis, treasurer; A. C. Hamilton, clerk. Ira Kimberly was the "steward," but the precise nature of his duties does not clearly appear, except in so far that he was to "provide suitable refreshments, so far as the officer in command may think reasonable."

On December 17th, the president of the Board of trustees, Hiram Hugunin, was made chief engineer, his first and second assistants being William Jones and Peter L. Updike. Owing to a feeling among the firemen that they should be allowed to select their own chief, Mr. Hugunin resigned his position two months later, being succeeded on February 17, 1836, by Geo. W. Snow, of the "Pioneer" Hook and Ladder Company.

The county commissioners granted leave to "erect an engine house on the public square on La Salle street, to occupy the same during the period of five years without paying rent therefor." The limits were twenty-four by twelve feet, and the members of the company induced the Board to promise that there should be "a cistern to hold two hogsheads of water, to be made of good, pine lumber." The contract for the construction of the building was made with Levi Blake, in December, 1835.

On February 9, 1837, shortly before the city charter went into effect, the members of the department met to nominate candidates for the positions of chief and assistant engineers. On March 3d the following names were submitted to the Board of trustees: For engineer in chief, John M. Turner; first assistant, Jeremiah Price; second assistant, P. F. W. Peck.

The secretary of the hook and ladder company No. 1, George W. Merrill, presented the report of that organization. It contained the following roll of membership, which was approved by the Board: John M. Turner, foreman; assistant, J. K. Botsford; secretary, S. B. Cobb; steward F. S. Spalding;

* One of these old leathern fire buckets (perhaps the only one in existence) hangs in the rooms of the Chicago Historical Society. It is of simple, yet strong construction, and bears the name of "C. Stoze."

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FIRE ALARM TELEGRAPH.

private members, John L. Wilson, J. Meeker, W. H. Taylor, W. Osborne, E. C. Brackett, Joseph L. Eanson, Grant Goodrich, Charles Ad Charles Cleaver, P. F. W. Peck, James A. Smith, J. McCord, S. J. Sherwood, Isaac Cook and Tuthill King.

On behalf of engine company No. 1, the clerk, John Calhoun, announced the choice of the following persons as officers at the annual election, held on the first Monday of December, 1836: Foreman, Alvin Calhoun; first assistant, Thomas Davis; clerk, John Calhoun; treasurer, A. C. Hamilton; steward, John Rice.

The Board assented to all the selections of the individual companies, but thought that the first and second assistants of the department at large should be taken from the other districts of the town. Accordingly, in April, in place of Messrs. Price and Peck, there were chosen N. R. Norton and David Cox, respectively.

The original charter of the city, March 4, 1837, gave the council power to organize companies, and made the members of that body *ex-officio* fire-wardens. The chief and two assistants were to be chosen annually. One of the earliest acts of the council was to pass an ordinance prescribing more stringent regulations for the prevention of fires and defining more clearly the duties of the department.

In the autumn of the same year the hook and ladder company received a new outfit, and another engine was purchased at Rochester for \$775. This investment necessitated the formation of a second engine company, which was organized on December 4, 1837, and assigned to quarters on Lake street, east of the river. It was first known as the "Tradesmen's," but this name was afterwards changed to the "Metamora."

The first officers of the department elected under the city charter, December, 1837, were: Alexander Lloyd, chief engineer, and S. J. Lowe, first assistant. They were succeeded in 1839 by Alvin Calhoun and Isaac Cook, respectively. Mr. Calhoun

was succeeded by Luther Nichols in 1840.

A conflagration of serious proportions occurred on October 27, 1839. It broke out on Lake street, and while the department did its best with the inadequate appliances at its command, eighteen buildings, among them the Tremont house, were laid in ashes before the flames were extinguished. The estimated loss was \$60,000.

The year 1841 witnessed important additions to the department's forces and equipment. At that time, and until 1844, A. S. Sherman acted as chief. In September of the former year, the "Chicago Bag and Fire Guard Company" came into existence. Its members were provided with wrenches, canvas bags and ropes; and the character of its paraphernalia probably suggested the sobriquet of the "Forty Thieves," by which title it became well-known, and under which cognomen it gave "swell socials" for five years.* During the same month Bucket Company No. 1 was formed. It called itself the "Neptune," and at first boasted of but twenty-five members; its headquarters being at the foot of La Salle st.

In November, 1846, the company was dissolved, and its members formed an association known as the "Red Jackets," which company became famous in the annals of the volunteer fire department. Engine Company No. 3, "Osceola," later the "Niagara," was organized November 24th, 1844. Originally, its house was at the foot of Dearborn street, though later the company removed to the corner of Kinzie and North Wells street. G. F. Foster was the first foreman, and W. M. Larrabee assistant. The members of this organization were taken

*The names of the famous forty were as follows:

L. M. Boyce, D. S. Lee, W. H. Adams, J. C. Haines, L. P. Hillard, J. Gross, J. W. Mitchell, W. Dunlop, W. M. Larrabee, Ira Couch, J. B. Wier, F. A. Howe, J. W. Streh, J. H. Ries, George Raymond, A. Follansbee, C. N. Holden, E. I. Tinkham, A. H. Burley, Sol. Taylor, A. McClure, T. P. Robb, H. W. Stow, S. J. Surdam, H. W. Bigelow, R. F. Hamilton, Thomas George, A. E. Fuller, P. C. Sheldon, I. S. Harbléy, E. K. Rogers, C. R. Vandercreek, E. C. Hall, J. C. Hodge, W. S. Newberry, J. H. Burch, J. E. Davis, J. H. Dunham, E. Emerson and Luther Nichols. The first foreman was G. A. Robb, and its last L. M. Boyce.

from the best society on the north side, and No. 3 soon came to be known as the "kid glove" company."

In January, 1845, the Philadelphia Hose Company No. 1 was organized, its headquarters being near the Clark street bridge on the north side. Jacob B. Johnson was foreman. At this time Stephen F. Gale was chief of the fire department, having assumed the duties of the position in 1844 and retaining the office until 1847.

In March, 1846, the Chicago Fire Guards Bucket Company, having been considered no longer necessary, was disbanded, and its members assigned to other companies. As time went by, the equipment of the department was gradually improved. In May, 1852, the "Red Jackets" were made happy by the reception of a ten inch cylinder and twelve inch stroke engine, built by L. Button & Co. Thus encouraged, the rivalry between this company and its fellows, notably No. 1, was carried on under more favorable auspices. The rivalry between all the companies constituting the volunteer department was intense, if not bitter.

Some time in 1852 the "Red Jackets" went East. There was to be a grand tournament in Providence, Rhode Island, and they were desirous of winning the first prize.

On reaching New York they learned that this tournament had been postponed. For a week they remained in that city, the guests of the "Live Oaks." U. P. Harris, who was chief of the Chicago department, at that time was a member of the party, and largely through his exertions, a contest was arranged between the visiting company and some of the New York companies. The New Yorkers regarded it as a piece of absurd presumption for an unknown western organization to attempt to compete with the "crack" companies of the metropolis. The result, however, showed how well-founded was their confidence. The contest ended in the complete triumph of the "Red Jackets," who received the hearty congratulations of their rivals.

"Excelsior" Engine Company No. 5 was organized in November, 1846. Its headquarters were on Clinton street between Randolph and Washington. A. S. Sherman was its foreman.

In January, 1847, the "Rough and Ready" Bucket Company No. 1, was organized, Charles Harpel being foreman.

The month of October, 1847, was notable for the large number of incendiary fires which occurred, especially in the vicinity of the lumber and ship-yards. The city council discussed the propriety of passing an ordinance prohibiting the establishment of planing-mills, lumber-yards, and other dangerous mercantile businesses, in the thickly-settled portions of the city. In October, 1849, an ordinance was passed to prevent the erection of wooden buildings within the following limits:—South of the center of the Chicago river, and east of the center of the south branch thereof, and north of Randolph and east of Wabash. Buildings used for warehouse purposes upon the so-called "wharfing privileges," were not subject to the provisions of this ordinance.

The Firemen's Benevolent Association was formed in October, 1847, with S. F. Gales as president. It was incorporated by the legislature June 21, 1852. The constitution and by-laws confined the benefits of the association to the members of the volunteer department, and refused to recognize the members of an organization, which, as we shall see, was formed later, out of deference to public dissatisfaction with the volunteer department.

At the election of 1847 Charles F. Peck was chosen chief, Charles M. Gray first assistant, and James H. Rees, second assistant. Mr. Peck served from 1847 to 1849, and during his administration, in March, 1848, "Hope" Hose Company No. 2 was organized. The career of this company was a brilliant one. The *Fireman's Journal* in speaking of it, says: "Hope was always the brag company, not only of Chicago, but of the West. The crack companies of Alton,



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Springfield and other cities could never successfully cope with the Hope boys."

The parade of the firemen during the session of the River and Harbor Commission of 1847, elsewhere referred to, was eminently creditable to the companies and to the city, as may be inferred from the following extracts from the reports sent to New York by no less competent critics than Thurlow Weed and Horace Greeley. The latter writing to the N. Y. *Tribune* under date of July 5th, 1847, says:

The grand parade took place this morning, and the spectacle was one truly magnificent. The citizens of Chicago, of course, furnished the most imposing part of it—the music, the military, the ships on wheels, ornamented fire engines, etc. I never witnessed anything so superb as the appearance of some of the fire companies, with their engines drawn by led horses tastefully caparisoned. Our New York firemen must try again; they have certainly been outdone.

Thurlow Weed, in his letter of the same date to the Albany *Evening Journal*, writes:

Let me here say that the firemen's display today in this city excited universal admiration. I never saw anything got up in better taste. The companies were in neat uniforms. Their machines were very tastefully decorated. There was also a miniature ship manned and fully rigged, drawn by twelve horses, in the procession. While moving, the crew on board *The Convention* made, shortened and took in sail repeatedly.

The "Protector" Engine Company No 6 was organized in August, 1849, during the administration of Ashley Gilbert, who succeeded Mr. Peck as chief. Mr. Gilbert was succeeded one year later by Cyrus P. Bradley, who remained in office during two terms. The fire limits were extended at a meeting of the council held August 1, 1850, so as to include the district east of the south branch of the Chicago river and west of State street, north of the alley running between Randolph and Washington streets.

In October, 1850, there was a "firemen's festival," which was an occasion much prized by the boys who "ran with the machine." Twenty-three companies were in line, representatives being present from Buffalo, Detroit Milwaukee, Racine and Kenosha. Alder-

man Page, who had long been an honorary member, extended the hospitalities to the visitors. A dinner was given at the Tremont and an attempt was made to engineer a torch-light procession through the streets in the evening, but the wind prevented its successful accomplishment.

"Lawrence" Engine Company No. 7 was organized in September, 1850 and re-organized in 1852 as the "Eagle."

In December, 1851, a third hose company was formed, called at first, the "Lone Star," but afterwards the "Illinois." On December 22, 1851, the "Phoenix" Engine Company, No. 8 came into existence, and in October, 1853, was re-christened as the "Cataract." Its members were mostly sailors, and during the season of navigation it was of comparatively little value.

No addition to the number of fire organizations occurred until February, 1854, when the "New Northern," subsequently known as the "America," No. 9, came into existence. Reference has already been made to U. P. Harris, as chief. He served from 1852 to 1854, and was succeeded by J. M. Donnelly, who served only one term. During his administration, was organized the "Washington" Engine Company No. 10. An ordinance was also passed on July 23, 1855, dividing the city into six fire districts, two in each division. The alarm was to be given by eight strokes of the bell, and the number of the district indicated by the additional strokes following. The bell used for this purpose was that of the First Baptist Church, which was the most resonant in the city. In February, 1855, however, a large bell was hung in the new tower of the court house. A watchman was also constantly on duty there to fling out his flags by day or lanterns by night in order to direct the firemen to the locality in which the flames had been discovered.

The first steam fire-engine ever seen in Chicago was brought here from Cincinnati, in 1855. A special committee had been sent to that city to examine into the work-

ing of the new device. The engine was known as the "Joe Ross," and on its first trial, the engineer, through his own carelessness, succeeded in bursting the boiler, the result being his immediate death. The second contest, however, proved entirely successful. Subsequently, a trial was arranged between the steamer sent to Chicago and the hand-engines of the department. Three of the latter, Nos. 2, 8, and 10, succeeded in beating the new arrival. The engine did not give satisfaction, and was ultimately sold to the city of St. Louis.

From 1855 to 1857, Silas McBride was chief. During his incumbency, many new organizations were formed.

On October 17, 1857, occurred the most disastrous fire which Chicago had known up to that time. It originated in a large brick store, Nos. 109-11, South Water street, where four dissolute men and women were indulging in a drunken carousal and overturned a lamp. The supply of water was scanty, and the fire department found itself unable to check the progress of the flames. The result was that within a comparatively short space of time some of the most costly business edifices in the city were reduced to heaps of smouldering ruins. The loss was estimated at nearly \$500,000. Twenty-three persons perished in the conflagration, among them being several firemen. At the coroner's inquest held upon those who thus lost their lives, the testimony developed the fact that the department as then organized was utterly powerless to cope with a wide-spread conflagration. Two of the engines had been broken while competing for a two hundred dollar silver trumpet. About three hundred feet of their hose had been taken away in consequence of its having burst during the trial. Much dissatisfaction was expressed, and a movement was inaugurated by E. E. Ellsworth, on behalf of the insurance companies, looking to the formation of a "fire brigade." This was to consist of one hundred picked men to be invested with police powers and divided into companies and

squads commanded by captains, lieutenants and sergeants. A fire escape was to be carried, besides six ladders, one hundred fire axes, and other paraphernalia. The officers were, in the language of Mr. Ellsworth, to see "that the men worked in concert, and did not occupy themselves in removing cold lead, iron, stone flooring etc., when anything more valuable is to found, and take especial pains to prevent the destruction of furniture, as it is not considered good policy to throw mirrors from four-story windows or, like Doesticks, knock pianos to pieces in order to save the castors." The organization effected through this movement was known as the "Citizens' Fire Brigade, of Chicago, Illinois."

It was regarded with great disfavor and no little jealousy by the volunteer firemen, who, as has been stated, refused to allow its members to participate in the benefits of the "Firemens' Benevolent Association." Its first officers were as follows:—President and captain, Arthur C. Ducat; vice-president and lieutenants, L. K. Sanborn, S. B. Raymond, and Henry Brandt; secretary, Grafton Fenno; treasurer, W. G. Hibbard; finance committee, Charles H. Hunt, Frederick Fisher, H. G. Williams, F. W. Wadsworth and J. B. Shay. Among the original members of the brigade were, H. O. Smith, L. S. Benton, Shaw Williams, J. W. Davis, H. N. May, G. W. Gardner, S. B. Raymond and William Thompson.

Dissatisfaction with the volunteer department grew apace. The "Red Jackets" and "Red Rovers," Nos. 4 and 14, came in for a large share of public censure. In fact, there was a strong suspicion on the part of the citizens that the former company had burned down its engine house in the fall of 1857. In a report made by the council committee on fire and water, in November of that year, No. 14 was represented as "being composed of a very inferior class of beings, all more or less given to intoxication and guilty of riotism generally." In truth, at this time, the volunteer fire department had become a sort of harbor or place of resort for idlers

from other cities and a kind of hospital where wickedness was encouraged. The report of the committee above cited, says :—"There appear to be too many outsiders, men and boys coming from distant cities, who either cannot or do not seek for employment. Consequently, the first step they take is to run with the machine. The present arrangement in our city provides for them at least a sleeping place for the night, if nothing more." The chief engineer was requested to make a thorough examination, and to cause the arrest of all the questionable members of the fire companies. Another difficulty to be overcome, if possible, was the excessive use of free liquor at times of fire.

It was the custom at that time for the members of the department to meet in convention to nominate candidates for the election. The chief, Mr. McBride, called such a convention for January 28th. It was held in the South Side Market Hall. Three candidates were in the field ; D. J. Swenie, Peter Casey and John Egan. The session was a tumultuous one, and many of the companies left the hall to meet in another convention at the same place on the following day. Mr Egan received the nomination of the regular convention, but offered to effect a compromise with the Swenie faction by resigning in favor of U. P. Harris. This overture was not accepted, and the next day Mr. Swenie was nominated by the bolters, with L. Walters for first and M. W. Powell, second assistant. The other names upon the Egan ticket were, John Shank, first and Jacob Hild, second assistant. The Swenie ticket was elected.

On February 5, 1858, there was another test of a steam fire engine, known as the "Long John." The test occurred at the foot of LaSalle street, and met with approval of experts and of the citizens generally. The members of the volunteer department were quick to recognize that this was a death blow to their system. Mr. Swenie had been recognized as the exponent of the idea of a paid fire department and his election

at the time engendered much bad feeling.

On July 6, 1858, Engine companies No. 4, 10, and 14, Hose Companies No. 3 and 5, and Hook and Ladder No. 3, met on Clark street, and by way of defiant protest marched down that thoroughfare, headed by the "Great Western" band, and after traversing the principal streets, assembled in the Court House square, where a large crowd had collected. The mayor was apprehensive of a riot, and sent two hundred policeman to the scene. The arrest of the firemen for disorderly conduct was ordered, and a precipitate flight followed, the machines being abandoned. About a dozen were taken into custody, but the mayor subsequently ordered their release. The engines were taken to the armory and locked up, while arrangements were made with special policemen to man them in case of fire. The engine and hose-house were guarded by squads of police as it was feared that a demonstration might be made against the new steamer. No further trouble occurred, however, and the Council, on March 22, 1858, ordered the disbandment of the organization which had participated in the procession.

On August 2, 1858, an ordinance was passed organizing a paid department. December 4th, following, "Northern Liberty" Engine Company was formed, and this was the last of the volunteer companies. Its headquarters were on the corner of Larrabee and North avenue, and Conrad Folz was its first foreman.

In February, 1859, two volunteer hose companies known as the "Northern" No. 7, and "Union" No. 8, were organized. They were disbanded in 1862.

The ordinance providing for the establishment of a paid fire department, gave the chief and assistant engineers full charge, with power to make all rules. The Board of Control consisted of the mayor, the chairman of the Council committee on fire and water, the chief engineer and the water commissioner, who was to be chosen by themselves. The rules when adopted were

to have the force of ordinances. Salaries were fixed as follows:—Captain, \$200 per annum, lieutenants, \$100, engineers, \$600, pipemen, drivers, and stokers, \$1.00 per day. All others \$25 per month. Badges were to be worn, and no engine was to be used except such as belonged to the city. The number of men who were to compose the several companies was also regulated by the ordinance. A full company was convened in July to operate the "Long John," which was installed in quarters on La Salle street, near the corner of Washington. The first members of this company were as follows:—Joel A. Kinney, foreman; Alexander McMonagle, John McLean, Thomas Barry, Thomas O'Brien, William Mullen, James Quirk, pipemen; Joel A. Prescott, engineer; Robert Etheridge, assistant engineer; Alvin C. King and Dennis O'Connell, drivers; and John Farrel, watchman.

Three more steamers were tried in September, 1858, on the lake shore at the foot of Washington street. These were known as the "Enterprise," the "Atlantic" and the "Island Queen." The city already owned the first named, and the two latter, proving satisfactory, were purchased. In February, 1860, the "U. P. Harris" and "Little Giant" were added to the list. The department also owned three hand engines, two hose carts and hook and ladder trucks.

In 1859 Mr. U. P. Harris was again elected chief engineer, his assistants being Darius Knights and James J. Langdon. Under the amended charter of February 16, 1865, the fire department was placed in the hands of a board of police and fire commissioners. Under this act, in October of that year, the council passed an amended ordinance defining new fire limits and adopting regulations for service. The first commissioners were A. C. Coventry, John S. Newhouse and John Wentworth. The underwriters secured an amendment to the ordinance, and in 1867 William James was appointed a member of the Board as a special representative of the insurance interest.

In 1866 the department owned eleven steamers, two hand engines, thirteen hose carts, and hook and ladder trucks and had 120 paid members, 125 volunteers and owned 53 horses. Within the next five years the hand engines had disappeared. The number of steamers had increased to 17, there were 23 hose carts, 194 paid members and 91 horses. In 1871 the roster of the officers of the department was as follows: Robert A. Williams, chief fire marshal; John Shank, and Lorens Walter, assistants; Hiram Amick, clerk; John McCauley, fire warden, north division; Benjamin F. McCarthy, south division; Charles H. Chapin, west division; E. B. Chandler, superintendent fire alarm and police telegraph; J. B. Barrett, chief operator.

At the time of the great fire of October, 1871, the following companies were in service: Steamers—"Long John," No. 1, A. McMonagle foreman; "Waubansia," No. 2, M. Sullivan foreman; "Jacob Rehm," No. 4, G. Charleston foreman; "Chicago," No. 5, C. Schimmels foreman; "Little Giant," No. 6, James Enright foreman; "Economy," No. 8, N. Dubach foreman; "Frank Sherman," No. 9, Joel A. Kinney foreman; "J. B. Rice," No. 10, J. J. Walsh, foreman; "A. C. Coventry," No. 11, J. J. Walsh foreman; "T. B. Brown," No. 12, F. W. Taplin foreman; "Fred Gund," No. 14, Denis J. Swenie foreman; "A. D. Titsworth," No. 13, Maurice W. Shay foreman; "Illinois," No. 15, William Mullin foreman; "Winnebago," No. 16, John Dreher foreman; "R. A. Williams," No. 17, C. T. Brown foreman. "Liberty," No. 7, and the "William James" No. 3, had been destroyed in the repair shop at the time of the fire. The other companies were as follows: Hook and Ladder, No. 2, M. Schuli foreman; No. 3, J. H. Greene; No. 4, George Ernst; Hose Elevators, Nos. 1 and 2; Supply Hose Guards, No. 1, Leo Meyers; No. 2, Jack Dorsey; No. 3, Matthew Schuh; No. 4, J. C. Schmidt; No. 5, J. J. Grant; No. 6, James Barry.



W. A. Hopkin

THE HISTORY
OF THE
CITY OF NEW YORK

The fire alarm police telegraph system, which originated in Boston, was first exhibited in this city, in May, 1858, by Dr. Channing, its inventor. It was placed in the council chamber and thrown open to public inspection during certain hours of the day. D. J. Swenie was at that time chief of the department and he urged the immediate adoption of the system. Owing to timidity on the part of the tax payers, however, no definite action was taken until May 18, 1863, when the common council passed a resolution looking toward ascertaining the cost of constructing such a telegraph. In 1864, a contract for its construction was awarded to W. H. Mendel of the firm of John F. Kinnard & Co. who had been interested in the construction of the system in other cities. The contract price was \$7,000, and the system embraced the following apparatus: 125 miles of wire, 106 boxes, 14 engine house gongs, 6 bells and strikers, 6 instruments for police purposes and the necessary office fixtures.

On June 2, 1865, the system was formally turned over to the city, and pronounced to be in perfect working order. The first test proved to be entirely satisfactory. Since the introduction of the system, many improvements in the apparatus have taken place, a detailed description of which might prove uninteresting. The central office was originally located in the dome of the old court house, from which radiated a network of wires to the tops of the buildings that surrounded the public square. The operating officers consisted of E. B. Chandler, superintendent, John P. Barrett, assistant-superintendent; William Kirkman and Alfred Ranous, operators; Nathaniel Gray, repairer; D. S. Anderson, L. B. Firman, George E. Fuller, William J. Brown, John Kennedy, and William R. Meyers, most of whom were well-known telegraph operators. Mr. Chandler continued to be superintendent for eleven years, when he resigned the office to accept the general Western Agency of Gamewell & Co., in the spring of 1876.

He was succeeded by John B. Barrett. The system suffered severely in the fire of October, 1871, but the telegraph corps, under the direction of superintendent Chandler worked with such energy that on the evening of the second day, with instructions to operate and alter to suit their needs, the western division lines, embracing nearly one-half of the entire system, were ready for service, and by the end of the week connection was completed with as much of the system in the south division as had escaped the flames.

A few days before the great fire, the Fire Insurance Patrol was organized under the superintendency of Benjamin B. Bullwinkle. It has always rendered valuable assistance in saving property. It is not under municipal control, however, and forms no portion of the fire department proper.

The Benevolent Association of the paid department was organized in the fall of 1863. A constitution and by-laws were adopted on October 14, and the following officers were elected: Francis Agnew, president; Charles T. Brown, vice-president; Thomas Barry, secretary; Joel Prescott, treasurer; J. J. Gillespie, D. J. Swenie and L. J. Walsh, finance committee.

Reference has been made in another chapter to the work of the department in the fire of October, 1871. No little criticism, some of it more or less unjust, has been expended upon it. On the whole, however, it may be questioned whether, under the circumstances, it could have done better. The blaze which started in De Koven street, and whose madly leaping flames kindled the fires of human sympathy throughout the world, found the firemen exhausted from their heroic exertions of the night before. Its progress was rapid beyond parallel, and the burning of the water works absolutely prohibited further action by cutting off the supply of the only element with which human skill could hope to combat the flames. Let credit be given where it is due and censure fall where it is deserved. The entire system

was inadequate to the unexpected demand made upon it, and the firemen cannot be justly held responsible for shortcomings, the disastrous result of which could not be foreseen.

Good came out of evil, however, and the city which had passed through one such baptism spared neither study nor expense in the hope of making itself secure against another. As soon as practicable, facilities for better water supply were introduced, additional and improved apparatus was secured as rapidly as thorough tests demonstrated the utility of new inventions. The scale of salaries was raised so as to insure the best service no less than the entire time of the members. The personnel of the department was made a subject of careful consideration, and nothing left undone that could stimulate the *esprit de corps* of the entire organization. The result has been that the Chicago fire department of to-day ranks as the peer of any in the world in respect of courage, discipline and efficiency.

At the same time it must be borne in mind that the citizens, while cheerfully assenting to the increase in taxation necessary to bring about this result, were no less zealous in seeking and adopting improved methods of building, and the city's great modern edifices are as nearly fireproof as the science of the age can render them. Of course such systems of construction more or less simplify the labors of the department in the event of a fire in the heart of the city, rendering success far more easy of accomplishment.

In 1872, mayor Joseph Medill had a disagreement with the Board of fire commissioners and refused to recognize the latter body, whose report was never officially accepted nor printed. The manuscript has been lost and the operations of the year are not recorded. It is known, however, that a four-wire ke-rite cable was laid fifty feet under the south branch of the Chicago river at Archer avenue, through the brick tunnel which contains the water main, and that a six-wire ke-rite cable was laid in the water pipe tunnel, under the

Ogden avenue slip at Division street. In connection with the telegraph company a cable was laid under the north branch of the river at Clybourn place, two wires of which belonged to the fire alarm system. In 1873, a four-wire ke-rite cable was laid from the water works crib in the lake through the new tunnel before the water was admitted, a distance of three miles. Other additions and improvements were made in the fire alarm system, the result of which will be seen by an examination of the appended tables. It should be remembered, however, that the first underground cable, as distinguished from those laid in water pipe tunnels, or through water mains, was a ke-rite built by Day & Co. of New York. It was laid in October, 1877, along Cass street between Superior and Erie.

For the decade following, the history of the department is a narrative of gradual but material growth. Good service was rendered by the men during the conflagration of 1874, a description of the ravages of which the reader may find elsewhere.

An event of no little importance occurred in 1883, in the introduction into the department of what is known as the Pompier drill. This system has already resulted in the saving of thousands of lives, and it may be doubted whether the drill is anywhere performed with greater celerity and precision than in Chicago.

It consists of seven different styles, and is designed to teach the men the art of scaling the walls of high buildings by means of ladders. The ladders are placed on the ground at a right angle to the building, from which they are distant one pace, while a space of two paces is left between them. The men take their positions with elbows touching, and their evolutions are performed under command with the regularity of a military parade. One man is assigned to each ladder, and after advancing to within about a foot of its center, the order is given, "take hold of the ladders," which is executed in two motions. The body is first bent forward,

the legs being in a straight position, the arms straight and the hand well spread, each man next grasps the beam of his ladder with his left hand above and his right hand below, that position being best adapted to raising and putting the same, which is long, slender, top-heavy and apt to sway. The second motion is to straighten the body, the ladder being held in the same position as when on the ground and the arms extending downward. At the command, "raise ladders," the ladder is brought to the breast, with the hook pointing to the ground and then raised overhead, its position being still horizontal. The next movement is to "raise and hook" the ladders, which consists of elevating and hanging them from the left hand end of the window sill by the hook, the brackets of the ladder touching the wall and holding it in firm and safe position for mounting. The first ladder being in position, a second one is raised to the man standing upon it, which is in turn fastened to the window of the next story. By a carefully arranged system (in which not even the minutest detail is overlooked) other ladders are raised and hung with a celerity truly marvelous and without the slightest confusion, a new man ascending as each ladder is placed in position. The commands after the ladders are in position are given by an arranged system through blasts of a whistle which are more easily heard. The same perfection of method characterizes the descent from and lowering of the ladders.

The first important fire of 1885 took place on February 19, and between that date and December 29 (both dates inclusive), occurred 16 fires, out of a total of 1,309, the loss in each of which exceeded \$30,000. The most important of these was the great conflagration on May 8, in the lumber district on the south branch of the Chicago river, to which allusion has been made in the history of the lumber trade. The flames imparted to the firmament an intense white illumination which was seen as a lurid glow within a radius of thirty miles, the sight giving rise to the apprehension that the entire city was

once more doomed. The fire was finally vanquished, the department estimating the loss at \$421,000. The lumber merchants earnestly demanded better protection; and it was largely due to this fact that about September first of the same year a river fire boat was placed in service. Members of this line of trade in what was known as the "lumber district" chartered the iron tug *Alpha*, they furnishing the fuel, while the city paid the salaries of the men employed upon her. Although she was poorly adapted to the purpose for which she was designed her valuable services at another large fire in the same district on September 25, demonstrated the great value of such an addition to the department equipment.

Other additions to the apparatus of the department were made during this year as follows: Five new steam fire engines, three chemical engines, two hook and ladder trucks (one a patent turn-table truck, with all the latest improvements), and three hose carriages. Five additional parcels of land were also purchased for the erection of new buildings.

The city telegraph system was greatly improved during the year, especially by placing additional lines underground. Good progress was also made in the Pompier drill, which had been introduced the year before. In fact, the chief pronounced the drill, proficiency in which had been attained only by constant and laborious application, almost perfect. Its introduction and perfection enabled the department to cope with fires in the highest buildings.

Through the generous donations of Hon. Lambert Tree and Hon. Carter H. Harrison, a fund was created to provide an appropriate gold medal to be annually awarded to those members of the department who should, in each year, distinguish themselves by the greatest act of bravery in saving lives or in the protection of property.

In January, 1886, the council passed an order authorizing the construction of a fire boat. Accordingly, officials of the fire de-

partment visited New York, Brooklyn and Boston, with a view to examining this description of service in those cities. Upon their return, steps were soon taken for the construction of the proposed craft. The general labor troubles of that year, however, delayed the launching of the boat until July 26, when she was christened by the appropriate name of "Geyser." The preliminary tests of her propelling power and pumps having proved satisfactory she was placed in commission on November 29. The total cost of the boat was \$39,000, a sum considerably in excess of the original estimate, but which, nevertheless, has since proved to have been a judicious investment.

The "Alpha" having been deemed unsatisfactory for fire service, on December 6, 1886, the council authorized the purchase of a powerful towing tug, the "W. H. Alley." The pumps were transferred from the Alpha, and on December 31, the "Alley" was put in commission.

Other apparatus was also purchased and new buildings erected. The telegraph system was also materially improved by the erection of new aerial lines, the laying of underground wires and the placing of new fire alarm boxes.

Of the 1,543 fires which occurred during the year, eight involved a loss exceeding \$30,000 each. The most extensive broke out at 4:49 A. M. May 26th, in the six story brick building 315 to 321 Wabash avenue, thence spreading to a similar building in the same street and later to number 203 to 206 Michigan avenue. The loss amounted to \$405,061.

In 1887 a new use was found for the "Geyser." Very considerable ice gorges formed during the unusually severe winter in the west branch of the Chicago river, and the city was threatened with a repetition of the great flood of 1849. The "Geyser" was sent against the floes and forced her way four blocks through the heavy ice. This had to be repeated several times, but finally the great mass started for Lake Michigan, the

fire boat following and occasionally driving into it as it showed a tendency to gorge. The "Alley" had been first tried for this work, but found inadequate. Late in the fall the latter boat was overhauled, the old pumps being replaced by two new and more powerful ones. At the same time her name was changed to the "Chicago."

The work of improving the efficiency of the department by the purchase of new equipments, was carried forward. The additions to the water service made by the department of public works amounted to forty-four and a half miles, making a total of 665 miles of water pipe available for fire purposes at the end of the year. There were also added 577 hydrants, of which 443 were double, swelling the total number of fire hydrants to 5,899, and the construction of five new cisterns increased the number of those receptacles to 76. The city telegraph system was enlarged by the laying of nearly five miles of underground wires, besides the addition of nearly twenty-five of aerial lines for the bridge telephone system. The latter line was necessary in order to connect the annexed districts. The additional thirty-five fire alarm stations made the total number of boxes in service 1,411.

Eleven large fires occurred during the year, while the total number, both great and small, was 1,853. These eleven conflagrations caused a loss of \$1,132,729, an average of \$102,975.36 to each one. The most disastrous blaze of the year occurred in the five story and basement brick building at 185 to 191 Adams street, occupied by Phelps, Dodge & Palmer, wholesale dealers in boots and shoes. The mercurial alarm was received at 7:31 P. M., and by 7:50 25 steam engines, six chemical engines and five hook and ladder companies were upon the scene. The fire was under control in two hours, but out of a total valuation of \$1,342,842 the loss sustained on building and stock amounted to \$490,825.

During the following year, 1888, the most destructive conflagration occurred at midnight



John F. Eberhart

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CHICAGO, ILLINOIS

on March 29th. A five story brick building at 240 to 248 West Lake street was entirely gutted by the flames and a number of adjacent buildings more or less damaged, the loss being \$72,815. The number of fires that year involving a loss of over \$30,000 was eight; the total value of property destroyed by them was \$629,431, an average of \$78,679, to each.

The Harrison and Tree medal for the year 1888 was awarded to Captain William A. Cowan, of hook and ladder company No. 8. When his company reached the premises at No. 3165 Archer avenue, to which they had been summoned by an alarm of fire, a woman and child were discovered hanging from an upper window, the woman's clothing having caught on a grating while attempting to descend by means of a rope. Fences prevented the truck from approaching and Captain Cowan seized a ladder and attempted to rescue the two unfortunates from their perilous position. Finding it impossible to loosen them without an ax, he descended, secured one, and again mounted the ladder through the deadly smoke. The fire and ax soon severed the rope, but all three were precipitated to the ground; the child dead, the woman dying, and Captain Cowan so badly burned that he was confined to his bed for five months. The presentation of the medal was made on Decoration Day, by Mr. James W. Scott, at the request of Mayor John A. Roche in the presence of the battalion of the department and a large number of citizens.

On July 15, 1889, the departments of Hyde Park, Lake and Lake View, with the property owned by them, passed under the control of the Chicago fire department, and 1,828,146 feet of pipe were added to the city's water supply for fire purposes, besides a large number, some 3,300, of fire hydrants. The telegraph system was extended by the addition of twenty-five miles of aerial lines and nearly one-half mile of multiple wire and underground cables. The total valuation of the property used by the department of the close of the year 1889 was \$2,359,408.62.

Of the sixteen fires involving a loss of over \$30,000, which occurred this year, the most disastrous broke out on March 29th, in the seven story brick building (60x100 ft.) at 54 to 60 North Clinton street. Before the flames were under control, which was in about an hour and a half, there were on the ground the fire tower, twenty-four steam engines, four chemical engines, and four hook and ladder companies. The loss was \$201,800. Probably the most intensely exciting conflagration of the year, however, was that of September 14th, at the old Exposition Building, on Michigan avenue between Monroe and Jackson streets. An enormous crowd was in the structure at the time, viewing the annual display of industrial exhibits, when a spark from an electric light carbon fell among a quantity of dry goods. The estimated value of the building and its contents at the time was \$1,150,000, and it speaks well for the promptitude and efficiency of the department that the flames were brought under control in thirty minutes, at a loss of \$30,752, notwithstanding the inflammable character of the material and the hindrance to work furnished by a frenzied, seething crowd, maddened by a sense of danger and all seeking different avenues of escape.

The most stubborn and destructive fire of the year 1890 occurred on September 28th, in a three-story brick building on Transit street, between Packers and Ashland avenues, occupied by the Anglo-American Provision Co. as a tank room. The department had got the fire well under control when a series of explosions of tanks caused the building to collapse. The west wall of the tank house formed the east wall of a four-story brick building 200x300 feet, filled with hanging carcasses. The roof of the tank house in falling carried the wall with it, and the fire instantly spread through the entire building. West of this was another building of the same size, filled with meats. The flames found their way through this structure by doorways in the basement,

and it was found necessary to dig through three feet of solid brick and cut through six inches of planked floor to reach them. The progress of the fire was checked at this point after a fight of five hours, although it was forty-eight hours before the last engine ceased work. The first alarm was received at 1:50 a. m., and in fifty-six minutes there was a working force upon the ground consisting of the fire boat Chicago, twenty-one steam fire engines, and six hook and ladder companies. The estimated loss was \$450,000 on a total valuation of \$4,000,000.

On May 31, 1890, a new fire boat, the "Yosemite" was launched and on December 19th an official test of the pumps was made. It was not placed in commission, however, until the following year.

During that year also the Union Stock Yards Company erected and leased to the city at a nominal rental, a two story engine house at the corner of Broadway and Morgan streets. Here was installed a new engine company, No. 59, organized September 15th.

During the year 157 applicants for appointment to the department were examined, of which 131 were accepted, and 26 rejected; the names of 18 members of the force were stricken from the list for cause, and five at their own request; 189 promotions were made from a lower to a higher class; 40 members were made lieutenants; 8 assistant engineers were promoted to be engineers; 19 lieutenants were made captains, and 2 captains assistant fire marshals; 4 members were retired under the provisions of the Fireman's Pension Fund act and 3 died.

The year 1891 was characterized by considerable activity on the part of the department. Four new pieces of real estate were purchased, seven buildings previously commenced were completed and ten new ones erected. The fire boat "Chicago" was thoroughly overhauled and the force was increased by the formation of ten new engine companies, two hook and ladder companies, and four hose companies, sixteen in all. New pipe was laid and old taken up resulting in

a net increase of 690,620 feet or more than 130 miles during the year. Nine fire alarm boxes and fifteen police boxes were added to the telegraph system, and the aerial system of wires was extended as far south as Pullman, in the annexed district, making the total length of wire or poles 1,631 miles, while additions to the underground system raised the total mileage to 2,003.

The total apparatus of the department at the beginning of 1892 was as follows: 3 fire boats, 65 steam fire engines, 3 hand engines, 4 two-horse chemical engines, 10 one-horse chemical engines, 3 hand chemical engines, 4 combined hose carriages and chemical engines, 8 turn table extension and 11 straight frame hook and ladder trucks, 7 trucks with chemical engines and hose-reels attached, 35 four-wheel hose carriages, 10 two-wheel hose carts, 23 hose wagons, 1 telescope water tower, and 117,322 feet of hose.

In addition, there were in reserve 8 steam fire engines, two hook and ladder trucks and 20,300 feet of hose.

The total value of all real and personal property under control of the department (including apparatus and the equipment of the fire alarm telegraph system) was \$2,135,-709.42.

The pay rolls contained the names of 990 men, of whom 940 were uniformed. The latter were distributed (outside of the marshal's office) among sixty-five engine companies, three fire boats, twenty-four hook and ladder companies and seven hose companies. One of the engine companies operated the water tower when occasion required.

Out of 241 applicants 158 were enrolled. *Per contra*, the active force was reduced by twenty-eight resignations, 55 discharges (retirements under the provisions of the firemen's pension fund act), and ten deaths. Among the names on the mortuary list was that of Richard Fitzgerald, assistant marshal, who had been identified with the department since September, 1871. Only two of the deaths were the result of injuries in the discharge of official duty.

Forty five casualties (among firemen and citizens) were reported, while the number of lives saved through rescues exceeded sixty.*

Only sixteen large fires (each involving the loss of \$30,000 or over) occurred during 1891. The most destructive happened on West Madison street, at the store of John M. Smyth. It originated from some unascertained cause in a two-story frame building, raged like a demon on both sides of the thoroughfare, and caused a loss of \$384,617. The department had upon the scene the largest force ever employed at a fire in Chicago, consisting of thirty-four steam fire engines, four chemical engines, the water tower, and four hook and ladder

companies; 925 feet of hose were necessary to render the most remote engine available. Considerable delay was occasioned by an accumulation of rubbish in the water mains, and it was fully three hours before the flames were under control.

List of chiefs of the volunteer fire department:

1835, Herman Hugunin.	1843-6, Stephen F. Gale.
1836, George W. Snow.	1847-8, C. E. Peck.
1837, John M. Turner.	1849, Ashley Gilbert.
1838, Alexander Lloyd.	1850-51, C. P. Bradley.
1839, Alvin Calhoun.	1852-3, U. P. Harris.
1840, Luther Nichols.	1854, James M. Donnelly.
1841-2, A. S. Sherman.	1855-7, Silas McBride.

1858-9, Denis J. Swenie.

Chiefs of paid department.

1859, Denis J. Swenie.	1868-73, Robert A. Williams.
1860-8, U. P. Harris.	1873-9, M. Benner.
1880-93, Denis J. Swenie.	

*The following table is a comparative statement of the yearly expenses of the department, with the expense per capita of population and the number of companies maintained for each year since 1870:

YEAR.	AMOUNT EXPENDED.	POPULATION.	AMOUNT PER CAPITA.	NO. OF COMP'S
1870	\$366,700 66	306,605	\$ 1 19¼	26
*1871	182,023 15	337,000	54	28
1872	432,057 34	367,393	1 17¼	35
1873	586,618 96	381,402	1 53	41
1874	624,795 22	395,408	1 57	43
1875	411,245 12	401,535	1 02	43
1876	478,340 22	407,661	1 17	41
1877	507,001 12	422,196	1 20	42
1878	389,692 36	436,731	89	42
1879	420,308 82	469,515	89	41
1880	454,304 18	503,398	90	41
1881	568,760 67	531,996	1 07	43
1882	545,021 03	560,693	97	45
1883	556,551 80	595,399	93	45
1884	657,957 46	629,985	1 04	47
1885	717,639 92	661,923	1 08	49
1886	823,413 02	693,861	1 19	52
1887	826,047 74	748,256	1 10	57
1888	893,475 09	802,651	1 11	58
+1889	961,201 51	900,000	1 07	59
1890	1,278,337 41	1,099,133	1 16	85
1891	1,378,249 10	1,200,000	1 15	99

* Six months. † Annexed territory not included.

SHOWING THE NUMBER OF FIRES, EACH RESULTING IN A LOSS OF \$30,000 OR UPWARDS, THAT HAVE OCCURRED SINCE 1880.

YEAR.	NO. OF FIRES.	VALUE OF BUILDINGS	VALUE OF CONTENTS.	TOTAL VALUATION	LOSS ON BUILDINGS	LOSS ON CONTENTS.	TOTAL LOSS.	TOTAL INSUR'NCE	AVERAGE LOSS IN EACH FIRE	PERCENT-AGE OF LOSS TO TOTAL VALUATION.
1881	5	\$ 202,000	\$ 464,992	\$ 666,992	\$ 72,650	\$ 249,767	\$ 322,417	\$ 390,000	\$ 64,483	48
1882	2	120,000	152,000	272,000	13,500	106,260	119,760	278,000	59,880	44
1883	8	779,000	2,196,000	2,975,000	104,110	757,680	861,790	2,103,199	107,724	29
1884	9	659,000	899,700	1,558,700	130,740	433,563	564,303	1,110,050	62,700	36
1885	16	1,242,200	4,983,550	6,225,750	252,250	1,566,099	1,818,349	3,669,266	113,647	29
1886	8	687,600	1,468,210	2,155,810	154,675	710,738	865,413	1,487,785	108,177	40
1887	11	896,600	2,402,700	3,299,300	218,720	914,001	1,132,729	2,136,055	102,975	34
1888	8	495,583	1,305,356	1,800,939	156,527	472,904	629,431	1,209,050	78,679	35
1889	16	1,539,720	3,501,302	5,041,022	274,245	1,199,763	1,474,008	3,484,000	92,125	29
1890	10	1,393,650	5,712,967	7,106,617	135,350	848,450	983,800	2,179,486	98,380	14
1891	16	1,427,564	4,081,885	5,509,549	455,376	1,322,486	1,777,862	4,260,150	111,116	34
Total	109	\$ 9,442,917	\$27,168,662	\$36,611,579	\$ 1,968,143	\$ 8,581,719	\$10,549,862	\$22,306,941	\$ 96,788	29

STATEMENT

SHOWING THE NUMBER OF FIRES, VALUATION OF PROPERTY EXPOSED, LOSSES AND INSURANCE INVOLVED DURING THE
TWELVE MONTHS ENDING DECEMBER 31, 1891.

MONTHS.	No. of Fires.	VALUE OF BUILDINGS	VALUE OF CONTENTS.	VALUE OF BUILDING AND CON- TENTS.	LOSS ON BUILDINGS	LOSS ON CONTENTS.	TOTAL LOSS.	TOTAL IN'URANCE	IN'URANCE OVER LOSS	LOSS OVER INSUR- ANCE.
January...	256	\$ 3,171,105	\$ 3,185,525	\$ 6,356,630	\$ 51,040	294,777	\$ 255,817	\$ 3,530,925	\$ 3,300,273	\$ 25,165
February..	219	4,244,055	2,836,365	7,080,420	47,515	107,726	155,241	4,194,852	4,074,511	34,900
March....	215	3,306,095	5,344,091	13,650,186	74,775	198,541	273,316	5,861,310	5,609,379	21,385
April.....	227	4,391,306	6,377,125	10,768,431	185,361	310,556	495,917	4,981,100	4,503,733	13,550
May.....	297	5,508,560	3,722,965	9,231,525	87,696	82,872	170,508	3,621,597	3,474,064	32,975
June.....	223	3,211,325	3,203,040	6,414,365	21,584	41,577	63,161	3,286,204	3,226,368	3,325
July.....	321	4,652,945	4,354,970	9,007,915	44,220	51,660	95,880	4,670,925	4,586,465	11,420
August....	267	3,580,395	5,545,083	9,125,478	152,700	478,520	631,220	6,411,225	5,790,865	10,860
September	310	5,589,660	4,966,535	10,556,195	78,670	146,214	224,884	4,879,665	4,663,776	8,995
October....	397	11,000,405	5,388,815	16,389,220	60,980	130,270	191,250	5,416,090	5,253,205	28,365
November	322	7,437,565	5,086,170	12,523,735	84,206	118,817	203,023	5,734,998	5,542,050	10,075
December.	299	6,892,365	5,986,725	12,879,090	124,125	169,532	293,657	7,014,620	6,747,768	26,805
Total....	3,353	\$67,985,784	56,017,409	124,003,193	\$1,011,812	\$ 2,041,062	\$ 3,053,874	\$59,603,511	\$ 56,772,457	\$22,820
Year 1890..	2,775	46,701,000	61,949,005	108,650,005	553,600	1,538,381	2,092,071	47,937,840	45,975,494	129,725
Increase...	598	21,284,784		15,353,188	459,122	502,681	961,803	11,665,671	10,796,963	93,095
Decrease...			5,931,596							

STATEMENT

SHOWING THE NUMBER OF FIRES, VALUE OF PROPERTY INVOLVED, LOSSES, INSURANCE, ETC., SINCE 1863.

Years.	No. of Fires.	Value of Property Involved.	Total Loss.	Total Insurance.	Average Loss per Fire.	Percentage of Loss on Prop- erty Involved.	Population,	Population to each Fire.	Loss per Capita.
1863-4	186	No Record.	\$ 355,600	\$ 272,500	\$ 1,912	...	153,769	827	\$ 2.31
1864-5	193		651,798	585,300	3,377	...	169,353	877	3.85
1865-6	243		1,216,466	941,602	5,006	...	178,492	735	6.82
1866-7	315		2,487,973	1,643,445	7,898	...	200,418	636	12.41
1867-8	515		4,315,332	3,417,268	8,183	...	226,236	439	19.07
1868-9	405		560,169	632,248	1,383	...	252,054	622	2.22
1869-70	600		871,905	600,061	1,453	...	279,330	466	3.12
1870-1	669		2,447,845	2,183,498	3,659	...	306,605	458	7.98
1871-2 *	489		972,800	745,000	1,989	...	337,000	685	2.89
1872-3	441		680,099	3,763,275	1,542	...	367,393	813	1.85
1873-4	466	\$ 7,041,700	1,013,246	3,641,735	2,175	14.39	381,402	818	2.66
1874-5 †	473		11,063,616	2,345,684	4,959	21.22	385,408	836	5.93
1875	332		4,601,770	127,014	386	2.76	401,535	1,209	.32
1876	477		9,173,004	387,951	813	4.23	407,661	855	.95
1877	445		10,868,921	1,044,997	2,448	9.62	422,196	949	2.48
1878	478		6,751,234	306,317	641	4.54	436,731	914	.70
1879	638		11,501,473	572,082	5,112,631	897	469,515	736	1.22
1880	804		14,752,066	1,135,616	5,409,480	1,413	503,298	626	2.26
1881	895		19,738,508	921,495	9,662,326	1,030	531,996	564	1.73
1882	981		26,435,705	569,885	12,587,090	581	560,693	572	1.02
1883	1,153	123,482,011	42,383,215	1,379,736	21,790,767	1,197	585,339	517	2.32
1884	1,278		22,685,601	968,229	12,048,983	754	629,985	493	1.54
1885	1,309		48,065,541	2,225,184	22,407,225	1,700	661,923	506	3.36
1886	1,543		43,646,452	1,492,064	22,676,518	967	693,861	450	2.15
1887	1,853		62,241,191	1,839,058	32,095,202	992	748,256	404	2.46
1888	1,871		76,618,085	1,363,427	38,610,407	729	802,651	423	1.70
1889	2,075		66,409,323	2,154,340	34,440,627	1,038	1,000,000	482	2.15
1890	2,755		108,650,005	2,092,071	47,937,840	759	1,069,133	397	1.90
1891	3,353		124,003,193	3,053,874	59,703,511	911	1,200,000	358	2.54
1892	3,549		123,482,011	1,521,445	65,595,291	429	1,438,010	405	1.06

* The great fire not included.

† The large fire included.

‡ Nine months, ending Dec. 31, 1865.



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The tendency of that artificial arrangement called society, as a city increases in wealth and numbers, is to become more and more an arbitrary distinction with restrictive limitations. At first, in Chicago's early days, before its great future was fully assured, all those who were respectable in character, and possessed of a thriving business, were admitted within the circle. Men were not much traveled; but few had received college educations; there was no special style of dress required, and any one who lived in a commodious house with such furnishings as could be purchased in the town stores was entitled to be received and entertained by the best citizens. Especially were there no inquiries made in regard to family records, or antecedents, for some of them had lived with squaws, and some had married their cooks. But there was a heartiness and good fellowship displayed in the intercourse of early society as genuine as the lack of it is now conspicuous.

As time passed on other elements were introduced, those of culture, and family and church relationships, and the lines of demarcation between what was in and what was outside of society became more closely drawn. Intercourse with other cities and travel in Europe resulted in the introduction of improved styles in dress and manners, which were eagerly sought after and copied. With the increase of wealth came better residences—spacious, elegant and costly, and those who were not able to keep up with the pace had naturally to fall out of the race.

The aggregation in any city, or even large community, of those who have the same tastes, and who approach each other in intelligence, manners, and respectability, for the purpose of social intercourse is natural and commendable. While it is true that mere social enjoyment is not a high aim, it is a demand of the best civilization; and while the question of moral elevation is not involved or considered, conduct in life is not lost sight of—at least that portion of it which falls under the public eye. It is

easier, however, to exclude than to lop off, and it therefore not infrequently happens, even in a city like Chicago, which cannot boast of sixty years' existence, that there are found within the charmed circle those who, if it were to be originally formed, could not find admission; those who have neither education, ability, more worth, nor, in fact, any attractive qualification to recommend them, except leisure and wealth, the latter being an indispensable requisite. Not great wealth—a man need not keep his carriage—but he must have sufficient to live well, keep his servants, and be able to entertain company.

The demands in the height of the season upon the time of a society man or woman, are as exacting as the outlays for dinners, teas, banquets and "hops" are expensive. They must respond to calls and keep in the "swim," however, or run the risk of being overlooked or "dropped."

The question, indeed, has been raised whether or not an equal number of those included in any *recherche* reception within the limits of "Chicago's Four Hundred," could not be duplicated by outsiders—ladies and gentlemen of equal respectability, refinement and culture.

On the other hand, there are those who make themselves miserable, and feel that their lives have been a failure, because they have not succeeded in their efforts to have their names placed upon the roll of "the upper ten."

The rights of society, however, have their proper bounds, and the disposition on the part of its narrow-minded votaries to go beyond them, and to ignore and refuse to recognize business and professional men, poets, scholars and writers, simply because they are not numbered with the *elite*, can not be justified. An exclusive aristocracy of this kind, which only the prigs and cads of society, of whom Chicago has its full share, would attempt or desire to perpetuate, would fall to pieces of its own weight.

There are not many of these, however,

and they are far from being influential, the large majority being gentlemen of culture, of broad views, such as have come to them as men of western self-education, who really desire to elevate themselves and their families into a better and more congenial atmosphere of mental and social enjoyment, men who would not insist upon a formal introduction before helping a drowning woman out of a ditch.

One of the distinguishing features of established society, as it exists to-day in

Chicago as well as in other centres of wealth and fashion, is what is familiarly known as "club life," the advantages and pleasures of which are essentially and exclusively the prerogatives of the male sex. It is the outgrowth of an extreme (not to say ultra) condition of habits and tastes, and is the resultant of two component factors—one of them natural, the other artificial. It is no cause for wonder that men who have no family ties should seek, by association and co-operation with others of congenial tastes and similar habits of thought and life, to find, in the luxurious surroundings of a well-appointed club-house, the quiet, the perfect service, the exquisite *cuisine*, and the intercourse with selected and kindred companions which ordinary bachelor life does not afford. Within the jealously guarded portals of such an establishment, one finds an atmosphere widely different from that which pervades the world without. Here everything ministers not only to his wants but also to his whims. The cares and worries of business are cast aside, like a worn-out garment, at the door. Thoroughly trained servants glide noiselessly about, with neither tardiness nor undue haste, to fulfil his lightest request. His friends greet him cordially, but their well-modulated voices have nothing of the discordant clamor of the blatant world without. If he is disposed to study, a well-selected library is at his command. If he cares for art, he has around him choice and costly statuary and paintings. He may supply his

creature wants by the simplest or the rarest viands, and slake his thirst with any beverage which his taste or fancy may dictate, from that which comes, pure and sparkling, from nature's bosom, to the almost priceless vintages of the Rhine or the Moselle, or even with the more potent *liqueur* or *eau de vie*. If "on pleasure he is bent," the billiard-room and the card-room offer him a choice of recreation, when he wearies of conversation or finds his appetite satiated. If he elect to spend the night at the "club" rather than return to his home or hotel, richly furnished bed and bath rooms are at his command. It is not surprising that such a life presents many charms.

So much for the natural motive of club life; but, as has been said, there is another—largely, if not wholly, artificial. Mere membership in a first-rate club is often, in itself, a passport to that charmed circle which, as has been pointed out before, arrogates to itself the title of the "best society." In democratic Chicago there are few families who can boast of "quarterings," but there are many of the *jeunesse doree* (and of older men, too), who parade the roll of the fashionable club to which they belong with as much pride as though it were a patent of nobility, attested by the proclamation of a royal herald. Yet there is a wide distinction; for while no man worthy of American citizenship would wish to substitute monarchical distinctions for our alleged republican simplicity, even the sturdiest democrat is ready to concede that, however some of the scions of British aristocracy may have degenerated from the moral and physical standard of their ancestors, their inherited titles were originally conferred in recognition of some service actually rendered the crown or to humanity. But for membership in American clubs (even the most exclusive) no such qualification is required. It is true that the standard varies, but there is always one indispensable requisite, which every applicant must show—wealth. There are clubs which



E. B. Fennell

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REIGN OF ALFRED

impose other conditions, such as political creed, business avocations, intellectual or literary eminence, social acquaintance, and what not, but without money he might as well, like the camel of the parable, seek to pass "through the eye of a needle."

Club life, however, is not confined to single men. It includes also those who have homes of their own, with wives and children, and it may be said that any mode of life which supplements the old-fashioned ideas of family economy, which make the home the center of attraction and duty, must, to a certain extent weaken its honored ties, if it does not directly tend to disrupt its sound relations. By resorting to the club the married man may indeed avoid trials and perplexities which he failed to take into account at the altar, but he also evades those responsibilities and obligations which are incumbent upon him as a husband and father.

The foundation of every State is the average morality of its citizens, and the corner stone of all public (as well as private) morality rests upon the home. Particularly does this statement apply to republics. In America we may look for speedy disintegration when we forget that patriotism must be inculcated at the hearth-stone. Does club-life, with its costly expenditure, its late hours, its pampering of tastes, tend to this end? It calls neither for the research of an Herodotus nor the descriptive power of a Bancroft to demonstrate that the club too often takes the place of the home and supplies that happiness which ought to be enjoyed by the firelight of the hearth-stone. Young men, once thus charmed, shrink from assuming the responsibilities or the trials incident to matrimony, while too many husbands leave their wives whom they have sworn to cherish, to find consolation for their own neglect in society often dubious if not positively dangerous. Only when the Supreme Judge shall reveal the secrets of all hearts, will it be known how large a proportion of family disruptions should be attributed to the fascination of club life.

One of the evils of this life is the absence of restraint. No set of men, especially those who have brought themselves to believe that they are better than their fellows, can expose themselves to the daily and insidious temptations of the cup or card table, without in time yielding to some extent to their fascinations. The bounds of temperance may be often passed, and the small and apparently harmless stake may be increased until the play becomes so high that the captivation of the gambler is reached. One of the most curious and instructive sights which met the eye of the visitor, on that cold January morning two years ago, viewing the smouldering ruins of one of Chicago's most palatial club houses, was a card table with the poker hands lying as they hastily fell, frozen to the table. The game went on while the house was burning over the players' heads—even while the shadow of the angel of death hovered over them.

Club-life in this country is very much patterned after that in London; but the one striking divergence, which makes all the difference in the world, is this; that the aristocracy of England does not permanently reside in that great city. Its members have their country homes, where the gentry spend the greater part of the time with their families and friends, from August to February. The club is used as a convenience, in many respects, as a hotel, and it is only the bachelor members who pretend to make the clubhouses their chief resort. The home life of the British aristocracy is thus preserved, and forms the sheet anchor of its safety and perpetuity. If the Americans would copy after the English in this respect, the dangers of club-life as here portrayed would, to a large extent, disappear.

It must not be overlooked, however, that the clubs of Chicago, when united upon outside matters, wield an immense concentrated power upon questions relating to the public welfare and abstract rights. Their influence, indeed, in public affairs, has grown and is growing, and the city has reason to rejoice

that it has been repeatedly brought to bear in favor of the correction of municipal abuses, the instillation of a higher patriotism, and the general elevation of governmental aims.

It is also a cause of gratulation to the future metropolis of the continent that the executive management of these organizations has generally been intrusted to experienced and sagacious heads and careful hands, and it is, perhaps, under such management that their power for evil will be controlled, and that for good greatly enlarged and increased.

The picture of life in this or any other great city would be incomplete without a glimpse at its dark side. Thomas Jefferson never uttered a truer sentiment than that large cities are cancers upon the body politic. They are the gathering centres of all classes and climes, the rich to display their accumulations, the middle class to increase their gains and enjoyments, the poor that they may work and hide their identity; the criminal class—all that are mean, and vicious and low, making the great cities their rallying point and principal field of operations to prey upon all others. This is why large cities are so difficult to govern—that crime is ever rampant and its hydra-head is always showing its deadly fangs in the violation of law.

The lives of that class, always large and increasing, who have neither houses nor homes, except such as are found in those quarters occupied by cheap frame or brick houses, used for tenements, and who have no regular employment, are for the most part pitiable. Families of from three or four to twice

that number are compelled to occupy one or two rooms, or filthy cellars, and to seek to exist with the most meagre facilities for cooking, heating, light or ventilation; the father and mother without a trade or a vocation, while the children that are old enough, work at such employments as are daily to be found, the family living, as it were, "from hand to mouth." A goodly number find work in what are called "sweat shops," where cheap clothing is manufactured, and where twelve to fourteen hours' work only bring in from forty to sixty cents per day. The hours have been recently regulated by act of the legislature, but as the wages are correspondingly decreased, for the strong and healthy the restriction works more harm than good.

At the best the lives of this class are without comfort or enjoyment, and when, as in the financial depression of the summer and fall of 1893, employers were compelled to curtail their business, or in many cases to close altogether, the small pittance for living having failed, there naturally followed want and threatened starvation. Families were turned out of doors because they had not the wherewithal to pay their rent, and little children were seen on the streets without a shelter and crying for bread.

The ideality of life, the best conditions for happiness, are embraced in the prayer of Agar, "Give me neither poverty nor riches." Not to possess so much as to deprive others of their share of the good things of life; to be content with that modest competency which brings labor and enjoyment without satiety, and represses the unwholesome ambition to become rich, the strife for which too often leads to the slums or the poor house.



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CHAPTER XIV.

TRADE AND COMMERCE.

THE first Chicago merchant of whom any record is preserved was George W. Dole, who acted as purveyor for the creature wants of the early inhabitants of Fort Dearborn, who, during the winter of 1831-2 occupied quarters in the garrison. R. A. Kinzie was engaged in business about the same time as Mr. Dole, though dealing in different descriptions of merchandise.

During 1831, under the act creating the county of Cook, a commissioners' court was organized and opened on the 8th day of March of that year. The records of the proceedings of that body are quaint and full of interest, but are chiefly worthy of note in this connection from the fact that the first licenses for conducting mercantile business granted by that body were issued in favor of Bernardus H. Laughton, Robert A. Kinzie and Samuel Miller; and to James Kinzie, the first auctioneer. The next licenses, as shown by the official records, were granted, during the vacation of the court, to Alexander Robinson, John B. Beaubien and Medore Beaubien. In July of the same year Captain Joseph Naper brought to Fort Dearborn the schooner "Telegraph," among the passengers on which was Philip F. W. Peck, who had come west to find "a market." Mr. Peck brought with him a small stock of goods, which was enlarged by additional arrivals during the following autumn. His name is found among the merchants to whom licenses were granted later in the year, the list embracing the names of Brewster, Hogan & Co., Peck, Walker & Co., Joseph Naper and Nicholas Boilvin.

The old-fashioned "country store," so far as Chicago is concerned, was supplanted by more ambitious commercial enterprises early in the history of the settlement. During its existence, nevertheless, it constituted a nucleus of trade and gossip, at once important and refreshing. Here were distributed the semi-occasional mails, here was read and discussed the State news—political and general—gleaned from a date so far antecedent that, in the light scintillating from electric flashes of to-day, it would be regarded as a page of ancient history. Such as they were, however, these resorts were highly esteemed by the early settlers. To the isolated inhabitants of "the rural districts," to whom a trip to town represented no small sacrifice of time and labor, they stood in place of the modern exchange. They sold everything, from groceries to the gospel, and from rum to remedies; fustian, calico, brogans, nails, molasses, tools and crockery were among their leading commodities. The store served a dual purpose; it dispensed heat during the winter and at all seasons constituted a "*piece de resistance*" for the devotees of the narcotic weed.

Gradually there came a change, and the country store, while yet retaining its primitive features, enlarged its capacity and improved its equipment. While the heterogeneous character of the stock was yet more pronounced, more attention was paid to classification of goods and to service, although the latter still retained its primitive character.

Little by little the idea found lodgment in the brain of eastern capitalists that Chicago, because of its situation and unprecedented development, might prove a good field for investment. The tide of immigration, thus directed, gradually but surely swelled. From the seaboard, also, came not only new settlers but new ideas, new wants, as well as more refined tastes. The country store had served its purpose; it did not take long for the settlers to perceive that it had outlived its usefulness, and the enterprising traders of early days were not slow in recognizing the fact. Stores soon opened, devoted to particular lines of business, and the various branches of trade, diverging from the common centre of primitive days, began to flow, each in its own channel.

It is a trite saying that "history repeats itself," and in a modified sense the aphorism is applicable to the retail trade of every large city, and notably to that of Chicago. To the sale of dry goods all large establishments have added other branches. Hardware, groceries, furniture, books and stationery, china, glass and tin-ware, bric-a-brac, drugs, pictures, clothing, boots and shoes, hats and caps, periodical literature, tobacco, silverware, jewelry, optical goods, sewing machines—in a word, a catalogue of articles far exceeding the varied stock of the old-time general store—may be found in any one of the city's numerous mammoth stores to-day. Even the domain of the caterer has been invaded, restaurants being successfully operated, while one establishment boasts of a barber shop, a dental purgatory and a doctor's office!

But to return to the gradual classification of trade. Not unnaturally the first departure was in the direction of supplying feminine wants, and shops devoted exclusively to the sale of dry goods began to open. To this special variety of trade, therefore, will attention first be directed.

The dry goods trade began, like almost every description of business, from a very small origin. To trace its development

would be to enter into a task as difficult as it would be unprofitable. By 1859, ^{Dry Goods Trade.} however, it had assumed proportions sufficiently large to admit of its being classed as one of the city's leading industries.

The newspaper review of that year contained the statement that there were twelve dry goods houses in Chicago at that time. One might be pardoned for doubting the accuracy of such an assertion; indeed, from a careful examination of all the data at command it would seem probable that the number of houses was nearer six than twelve.

Of the houses in business in 1859 it may be said that most of them had successfully weathered the panic of 1857 and were in far better financial position than they were one year before. One reason for this fact was found in the circumstance that country merchants had learned a lesson with regard to overstocking which they were slow to forget. Values were depreciated, and Chicago merchants were in a position to offer inducements to small trade centres at points farther west. To pay freight and to meet the additional cost on goods thereby induced formed a comparatively difficult task for such houses as found themselves in a condition where they were compelled to ask credit.

Those concerns in this city which had weathered the storm were quick to take advantage of the opportunity offered, and the territory which they had previously supplied was very much enlarged.

Then followed the civil war, with its inflation of currency and prices, and its attendant mania for speculation, and by the year 1864 Chicago had become the great dry goods market of the country next to New York. Retail dealers from every point of the Northwest, and even from Ohio and Missouri were in the habit of placing orders with merchants here. One of the city's newspapers (the *Tribune*) published a daily review of the dry goods market. The "annual" for that year presents some extraordinary figures. It was

claimed that more than \$24,000,000 worth of dry goods were sold by six houses, and that the total output for the year scarcely fell below \$35,000,000. In view of the fact that the recognized trade of New York very little exceeded these figures, the estimate would seem to have been rather exaggerated. At the same time it should be borne in mind that the depreciation of currency and the high price of gold were not without their own peculiar effect upon the estimated value of the goods sold during the year.

In the list of firms engaged in the dry goods business at the close of the war were found the names of several of the prominent dealers of to-day. Among the leading houses of that date were the following: Field, Palmer & Leiter, J. V. Farwell & Co., Keith & Faxon, A. S. Gage & Co., Carson & Pirie and Gale & Van Wyck. After the war the purchasing power of the greenback dollar began to approach more nearly that of its metallic *confrere*. In consequence, prices declined as they approximated a specie basis, and while the volume of sales materially increased, year by year, there was not a corresponding appreciation in cash receipts. Thus, in 1869, the volume of trade exceeded that of the preceding year by about six per cent., while prices fell off seven to eight per cent. It follows that in order to show any increase in the pecuniary return to the trade there must have been a decided enlargement in the quantity of goods sold.

The loss resulting from the depreciation in prices fell chiefly upon the retail traders, some of whom found it impossible to dispose of accumulated stocks at a price sufficient to enable them successfully to combat the shrinkage in values.

The following is an approximately correct estimate of the condition of the dry goods trade in this city during that year: Number of wholesalers and jobbers, 18; retailers, 160; hands employed, 3,250; capital invested in jobbing, \$6,000,000; in retailing, \$5,000,000; volume of business, wholesalers, \$33,000,000; retailers, \$15,000,000.

The policy adopted by the Chicago houses of giving short credit and exacting prompt payment resulted in finding the trade in fairly good condition to weather the panic of 1873. Only one jobbing house was forced to the wall. The result of the year's trade, however, was such as to discourage new ventures and the number of concerns was not increased during 1874. Prices continued to tend downward and the inevitable reaction from the inflation of the years previous resulted in a reduction in the demand. In consequence the aggregate sales did not show an advance of more than five per cent. over the preceding year. At the same time more than five per cent. increase in the quantity of goods sold occurred, although, as previously explained, the depreciation in prices prevented its appearing in the figures of the statistician. The cotton and woolen markets were overstocked and a decline ensued which did not, however, prove altogether disastrous to jobbers. Manufacturers soon perceived the danger with which they were confronted and by a curtailment of operations, succeeded in arresting the downward tendency of the market.

The year 1874 was a notable one in the history of the trade of this city, owing to the extension of commerce towards the Southwest, and especially in Texas. This was largely due to the extension of old railroad lines and the opening of new ones, which enlarged the facilities of Chicago merchants for reaching new points. One effect of the panic of 1873 deserves special mention in this connection. Western buyers who had up to that time been in the habit of buying in the East for the reason that they were able to obtain longer credits, now found that the houses of New York and Boston had suffered so severely that it was impossible for them to sell on as long time as previously. The chief attraction of the seaboard markets was thus removed, and this class of traders began to turn their attention to this city. As a result, it may be said that the panic proved to be, on the

whole, a benefit to Chicago trade. New York jobbers soon felt the difference, and, alarmed at the prospect of losing a considerable proportion of their trade, began to offer extended credits. But the offer came too late—the western retailers having found that they could buy in this city as cheaply as in the East and at the same time avoid delay and save the expense of railroad fares and hotel bills.

This state of affairs produced one rather peculiar effect. Eastern wholesalers began to open branch houses in this city with a view to recouping former losses. A. T. Stewart established a wholesale house here in 1876, and other New York concerns followed his example. The volume of sales in the year last mentioned amounted to about \$54,000,000, an increase of some seven or eight per cent. over the sales of 1875. The capital invested in the dry goods business in the city at that time did not vary greatly from \$8,000,000 which sum was about \$1,000,000 more than the capital employed in the trade in 1875.

The year 1876 was not a particularly prosperous one, owing to the operation of several causes. Prices on staple goods fell off, on an average, 15 per cent., and on fancy dry goods from 15 to 25 per cent. The prevailing practice was to carry large stocks, and as a rule jobbers felt satisfied if they were able to pay expenses. Another circumstance which was not without its influence upon the Chicago market was the fact that extremely low rates were offered to visitors to the Centennial Exposition at Philadelphia, and many western buyers "killed two birds with one stone" by visiting the exposition and replenishing their stocks at the seaboard.

Another noteworthy feature in this year's history was the increased demand for fabrics of American manufacture as compared with that for those of European mills. The export trade in dry goods from this country to Europe was larger in 1876 than during any previous year and consumers at home began

to perceive that it was not necessary to pay the additional prices demanded for foreign products.

It would prove wearisome to trace the course of the dry goods market of Chicago from year to year in detail, but reference may be made to the fact that the resumption of specie payment did not exert any disturbing influence whatever. The capital invested in the wholesale trade declined to about \$11,000,000 and the market may be said to have ruled steady as compared with the more violent fluctuations in prices which occurred in other lines of business. Notwithstanding the fact that prices were somewhat lower in 1879 than in 1878 the aggregate sales increased from 10 to 12 per cent. In an address delivered before the Young Men's Christian Association on the evening of December 30, 1880, Mr. John V. Farwell estimated the total capital included in the wholesale and retail branches of the business at \$19,000,000, and the total sales for that year at some \$90,000,000.

During the half dozen years following, the history of the dry goods trade presents no features of special interest. The year 1885, it is true, showed an average shrinkage of values on all classes of goods equal to about 5 per cent., as compared with 1884 and 1883, yet sales increased in about the same ratio and the total volume of business was about the same as in the two preceding years, *i. e.* some \$57,000,000 in the wholesale business. About \$1,000,000 less was invested in the trade, the capital, however, being estimated to have been some \$18,000,000 in both wholesale and retail branches. A decided effort was made by city jobbers to occupy new fields, which proved so far successful that the limit of the territory invaded by their traveling salesmen reached as far as Oregon and Washington territory on the Northwest, and to California and Arizona on the Southwest. There was a decided improvement in the inquiry from the South, but Chicago merchants were, as a rule, unwilling to grant the long credits demanded by the southern trade.



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From that time forward, the progress of the trade up to 1893 was one of practically uninterrupted prosperity. The rapid increase of wealth induced more luxurious tastes, and higher grades of goods have found consumptive inquiry year by year. In 1885 Marshall Field erected his wholesale palace of granite on the tract bordered by Fifth avenue, Franklin, Adams and Quincy streets. This structure is not only one of the handsomest and most substantial in the city, but also ranks first among edifices of its class throughout the world. Other dry goods concerns occupy large and handsome buildings for the conduct of their business, notably the firms of J. H. Walker & Co., Carson, Pirie, Scott & Co., Mandel Bros., Siegel & Cooper, and "The Fair." All these houses, with the exception of the three last named, conduct both wholesale and retail establishments at different locations.

With the multiplication of stores (and there are more than six in the city at the present time) a keen spirit of rivalry has been engendered and fostered. This is especially true of retailers. The introduction of "departments" has become more and more a distinguishing feature of the latter, until the point has been reached where one may enter an alleged "dry goods" store and after digesting a well cooked, well served dinner, may procure habiliments for every male member of his household, including outer and under clothing, from head to foot; purchase for his wife and daughter the creations of the first modistes of Paris; buy for his ward a trousseau of which a princess royal need not be ashamed, and after casually picking up and buying all the latest magazines, both American and European, may solace himself by sampling a box of Havanas while waiting his turn at the hands of the barber or the dentist. All this he may do under one roof, and should impulse prompt or necessity dictate he may do much more. Of a verity, the half century which has elapsed since the days of Kinzie the trader, has wrought great changes.

The development, indeed, of the dry goods trade has been extraordinary, if not positively phenomenal. At no period of its history has there been an improvement of that sporadic and ephemeral character known in western parlance as "a boom." Gradually, yet almost without interruption, have Chicago merchants climbed to the position which they now occupy. The days when anything would do for the western trade have become a memory of the past. The finest products of foreign looms, the most costly and delicate fabrics produced by the deft fingers of the lace workers of Belgium and France, in a word, the choicest output of the skilled artisans of the old world, now find an urgent demand and ready sale in this market. Chicago wholesalers and jobbers are no longer restricted as to "tributary territory," their sales extending to every quarter of the civilized world. The capital invested in the trade (wholesale and retail) in 1893, was estimated at \$60,000,000 and the sales of one house (that of Marshall Field & Co.) exceeded those of any concern in America engaged in the same line.

In size, variety of stock, and elegance of appointment the retail dry goods establishments of Chicago surpass those of any other American metropolis. Richly furnished waiting rooms for ladies, supplied with writing desks and stationery and with a gratuitous telephone service at command of customers, are among the prominent features of many of the leading houses. Reference has been already made to the "department stores." Each one of these strives to outdo its competitors, not only in respect of prices, but in the multitude of departments and the perfection of system. More than one of them is capable of completely furnishing the handsomest of private residences with every article needed, even to the smallest detail, and would then be ready to clothe every member of the household, from head to foot, besides stocking the family larder with every needed staple article as well as the choicest viands of America and Europe.

that time. Dealers supposed at the beginning of the year that prices had reached bed rock, but values continued to fall steadily during the year, the average decline being about nine per cent. Country buyers were exceedingly cautious during the first six months of the year, but during the latter half of the period they bought more freely, and the total volume of the year's business amounted to ninety-five per cent. of that of 1884. The tonnage of goods sold was slightly in excess of that of the year preceding, and sales by wholesalers reached very nearly \$33,000,000. It should be borne in mind, however, that these figures included goods sold to other points, where the bulk was not broken. An exception to the downward tendency should be made in the case of teas, for which there was an active demand at somewhat higher prices, especially for lower grades. It was the boast of the tea merchants that of the entire consumption of tea in the United States, which at that time was estimated at 100,000,000 pounds, fully one-half was sold in this city.

Since the year last mentioned (1885) the trade has received no serious set-back, the period generally having been marked by steady, healthy growth. While some of the cities nearer the seaboard have witnessed some heavy failures, the wholesale grocery trade of Chicago has been remarkably free from calamities of this character. At the same time, as the growth of the city's wealth fostered, year by year, the luxurious tastes of its citizens, the trade in imported goods and fancy groceries has annually assumed larger proportions.

The volume of sales at wholesale in Chicago during 1892 was estimated at \$62,370,000 as against \$56,700,000 in 1891. The number of wholesalers and jobbers exceeds one hundred, employing nearly 4,000 men and women, with an invested capital of more than \$15,000,000.

Little by little, but no less surely, the ubiquitous Chicago "drummer" has enlarged the field of his firm's sales until to-day, the

territory tributary to the great metropolis extends from the Alleghanies to the Pacific coast, and from the ice-bound lakes of Manitoba to the torrid plains of Mexico.

Of retail establishments there are more than 4,000, the annexation of territory in 1889 having largely added to the number. Prices to the consumer, particularly on staple goods, are so low as to afford but a meagre margin of profit to the retailer, a circumstance which may be attributed in no small degree to the sale of groceries in the great department stores, which cater for trade by offering to sell at "bottom-figures."

Among the leading firms in this branch of the trade may be mentioned the following: Wholesalers—Franklin McVeagh, & Co., Reid, Murdoch & Co., Sprague, Warner & Co., H. C. Durand & Co. Henry Horner & Co., and Wm. M. Hoyt Co. Wholesale and retail—H. B. Eagle & Co. and Harper Brothers. Retailers—C. Jevne & Co., Charles H. Slack, "The Fair," Siegel, Cooper & Co. and the "Boston Store."

The first sales of clothing in Chicago were confined to the cheapest sort of coats and trousers. Up to 1851 the only sales of which any record has been preserved, were made by general dealers either to farmers or to citizens who were by no means particular as to fineness or fit of their dress. In the year last named, however, Henry A. Huntington—afterwards a member of the firm of Huntington, Wadsworth & Parks—conceived the idea of establishing a wholesale clothing house in this then comparatively small city. Through cash or credit he succeeded in stocking his establishment with what was at that time considered an enormous supply of goods. His venture proved successful, and after associating himself with other parties who perceived the possibilities of the situation, he was able to count the sales of his concern during the first year at something exceeding \$140,000. The success of the firm which thus took the initiative was a surprise to capitalists who were seeking for invest-



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ments. The succeeding year brought Chicago into comparative prominence as a railroad centre in what was then known as the far West, and the prosecution of this class of business resulted in bringing into the city a large number of country buyers who were able to handle more or less clothing of a quality which would now be considered decidedly inferior. The sound judgment of the pioneer in this industry was abundantly justified by the ultimate result. Within eight years (*i. e.* in 1859), there were several firms competing for the trade, and the volume of business amounted to \$2,000,000. Possible and presumptive profits induced the investment of more capital as the years went by and in 1864 the estimated sales reached nearly \$12,000,000.

Among the leading houses engaged in this line of trade at this period were King, Kellogg & Co., Tuttle, Thompson & Co., A. Pierce, Foreman Brothers, B. L. Ferguson & Co., Kohn & Brothers, P. Wadsworth & Co., W. B. Lovejoy & Co., S. F. White, Webster, Marsh & Co., Young Brothers & Co., and Kuh & Leopold.

The extraordinary increase in the amount of business done in the clothing trade of Chicago during the year last mentioned, is measurably attributable to the increased inquiry resulting from the "flush times" of the war. With the cessation of hostilities occurred a somewhat abrupt check, and for several years the clothing business of the city remained in a comparatively stagnant state. There was a noticeable revival immediately after the fire of 1871, when the population in general found it necessary to clothe themselves in decent habiliments at the lowest possible price. The panic of 1873 did not materially disturb the prosperity of the city's clothing trade. On the contrary the number of firms, as well as the capital invested was increased. Nevertheless, owing to the stringency of the money market, and the economies resulting therefrom, sales for 1873 were considerably reduced. In 1874 the volume of business reached some

\$12,000,000, which was perhaps one-fifth to one-fourth more than the transactions of the year preceding. The great majority of goods handled by local dealers at that time was of home make, and the output of the city shops was about eight times the product of 1870. It was claimed by local and contemporaneous historians that one of the Chicago houses at this period exceeded that of any similar manufactory in the entire country. There was a steadily increasing demand from the south and the far west, in which localities Chicago goods held their own against the product of any and all of the eastern factories. By 1875 Chicago had attained the position of the largest distributing centre of clothing in the country, even the city of New York not being excepted. Following this came the period of measurable depression. The year 1876 was not a prosperous one to the western trade, the sales showing at least \$1,000,000 decline as compared with those of 1875. The reader who has carefully followed the course of the city's trade in other branches of commerce will remember that the year 1876 was one in which the Western buyers were able to obtain cheap railway fares to the east, because of the Philadelphian Centennial, as well as being one in which eastern traders offered extraordinary inducements, with a view to alienating the trade of the territory naturally tributary to this city. Notwithstanding this circumstance, the southern trade of Chicago showed an extraordinary increase during the year, and despite the efforts to undermine local dealers, the year passed without any important failures. A policy of retaliation was adopted, and houses which had heretofore, as jobbers, been accustomed to handle a measurable quantity of eastern-made goods, determined to confine their business exclusively to the output of local concerns. The result of this line of conduct proved favorable to the city's business. During the three years from 1876 to 1879 the capital invested in this branch of trade increased from \$5,000,000 to \$6,000,000.

The cost of raw material had materially appreciated by 1880, while wages remained about the same as during 1879. At the same time, prices had not advanced, and profits during 1880 were somewhat reduced.

The recital of the various steps through which, by 1885, Chicago had attained the position of the leading clothing market of the New World would be, to say the least prolix, if not wearisome. The amount of capital had increased to \$7,000,000, the number of firms at the close of the year was about the same as at the beginning some having dropped out and their places being filled by others. The total sales for the year 1880 aggregated about \$20,000,000, an advance of nearly ten per cent. over those of the previous year.

The United States census reports for the years 1860 to 1880, inclusive, as given below present an official history of the extraordinary growth of what has become one of the leading industries of Chicago.

YEAR.	NO OF ESTABLISHMENTS.	CAPITAL.	NO. OF EMPLOYEES.	WAGES.	COST OF RAW MATERIAL.	VALUE OF PRODUCT.
1860	26	\$ 113,900	397	\$ 115,944	\$3,323,846	\$ 540,709
1870	76	1,883,380	4,796	1,331,217	3,578,367	5,639,930
1880	102	6,439,650	8,476	3,530,169	11,631,764	17,342,207

The succeeding decade (1880-90) was characterized by decided development in the manufacturing branch of this trade, great growth in the volume of sales, and a multiplication of distributing houses, both wholesale and retail. By 1890 the number of manufacturing establishments had increased to 475, employing 3,850 males and 7,750 females. These figures, however, include what are popularly denominated "sweat shops," where the cheapest class of labor is employed and work is turned out at the lowest piece rates for the larger establishments.

These "sweat shops" are veritable fountain-heads of disease and form a plague spot

upon the city's social organism. Here are crowded together in small, ill-ventilated, foul-smelling rooms, both sexes and all ages. Gray headed men and children of tender years work side by side from early morning well into the night, under the worst sanitary conditions, for the beggardly pittance which alone stands between them and starvation. Efforts are being put forward, not only by trades unions and philanthropic men and women, but also by the State, to modify, if not to extirpate, this evil, and there is reason to hope that its worst features are being gradually eliminated.

The subjoined table shows the condition of the clothing trade of Chicago (in all its branches) in 1890:

DESCRIPTION OF WORK.	NO. OF ESTABLISHMENTS.	CAPITAL.	HANDS EMPLOYED	VALUE OF PRODUCT.
Men's and boy's clothing	50	\$10,000,000	14,000	\$20,000,000
Colored shirts, overalls, etc	25	2,000,000	22,500	3,750,000
Men's neckwear	6	400,000	1,200	1,500,000
White shirts	40	340,000	930	1,700,000
Furs	10	700,000	400	800,000
Cloaks and Suitings	18	2,600,000	6,000	8,500,000
Cloak and dress trimmings	4	283,000	480	400,000
Children's caps, etc	3	59,000	250	175,000
Millinery	9	350,000	1,200	1,500,000
Totals	165	\$16,723,000	26,960	\$38,325,000
Totals, 1889	151	14,285,000	22,785	32,000,000

The estimated amount paid for wages was \$8,709,000, as against \$7,360,000 in 1889.

By 1891 the value of men's and boys' clothing sold had reached \$23,600,000, and in 1892 exceeded \$25,000,000. Among the prominent manufacturers and wholesalers may be enumerated Chas. P. Kellogg & Co.; Kuh, Nathan & Co.; Cahn, Wampold & Co.; Henry W. King & Co.; Strauss, Yondorf & Rose; E. Rothschild and Brothers, and Mayer, Engel & Co.

The retail clothiers of Chicago are numerous, and not a few of them carry enormous and well selected stocks, and conduct stores almost palatial in their appointments. The department stores, however, have invaded this branch of trade also, and Marshall Field & Co., Carson, Pirie & Co., Mandel Brothers, "The Fair," and many others carry large stocks. Among the strictly retail clothing houses of the city, some of the best known are Browning, King & Co., Wilmoughby & Hill, F. M. Atwood, Jas. P. Wilde, "The Hub," and "The Bell."

Not until 1851 had the wholesale boot and shoe business found an abiding place in Chicago.

To trace the gradation through which this important branch of commerce has attained its present magnitude would be to repeat, substantially, the history of other leading lines of trade in the city. By the year 1859 there were eleven firms engaged in manufacturing and wholesaling boots and shoes in this city, exclusive of jobbers who conducted a retail business as well. Shipments were made to points all through Michigan, northern Indiana, Illinois, Iowa, Wisconsin, and Minnesota, while a few goods were marketed in northern Missouri.

The financial panic of 1857 had exerted less influence on this trade than on some other varieties of business. A few firms found themselves forced to the wall, but those houses which had capital sufficient to enable them to carry adequate stocks did not share in the general depression. By 1859, whatever embarrassment the shoe houses may have suffered, stocks were improved in quality and enlarged in quantity, and the year, considered as a whole, was a prosperous one.

The year 1860 witnessed no increase in the number of houses; while the volume of business materially increased, there was such an active competition to retain the trade of the Northwest at home that prices were badly cut. In consequence, profits were small, and the business, on the whole, was not particularly remunerative. These low

prices had this advantage, however, that they discouraged western buyers from making purchases in New York and Boston, the difference in values being less than the enhancement of cost through freights. Another source of dissatisfaction to Chicago dealers in this as in other lines of business, was found in the high rate of eastern exchange, although the city trade was in most cases able to meet its obligations promptly as they matured. It is worthy of remark that while during the year in question prices ruled especially low on what is known as heavy goods, there was a greater demand than ever before for kid and goat shoes for women. During the fall there was an active demand for ladies' skating boots, as well as for all kinds of double soled goods.

This condition of affairs resulted, as a rule, in local dealers keeping large and well assorted stocks, with a view to supplying the wants of a trade whose demands were gradually becoming more and more fastidious.

Business increased during the war to an extent satisfactory to dealers. Before the close of 1864, there were sixteen large wholesale establishments in the city. Chicago had even then assumed the rank of the first boot and shoe market in the West, and local jobbers were supplying almost every town of importance as far north as Minnesota and as far west as Nebraska. Neither was this increase in sales the only salient feature of improvement in trade. A larger proportion of wholesale dealers in Chicago manufactured their own goods, and a larger number of hands were employed.

The following list of leading houses engaged in this department of business at this period may be of interest:

Doggett, Bassett & Hill, Fargo & Hill, F. C. & M. D. Wells, J. Weber & Co., C. M. Henderson & Co., I. P. Farnum, Davis, Sawyer & Co., McDougall & Nicholas, Gillett, Whitney & Co., C. McFarlane & Co., Gore, Wilson & Co., Phelps & Dodge, Saunders Bros., Fiske, Kirtland & Co., Rawson & Bartlett and Pearson & Dana.

In 1865 there were 16 boot and shoe factories in the city, which number was increased to 22 in 1869. It is stated on fair authority, that during the last mentioned year 1,200 hands were employed at this industry. The character of the goods turned out, however, was not fine, the product being of a description in demand by farmers, draymen and laborers. They were manufactured in a strong, substantial way, and were in request on account of their durability rather than their beauty. Only one-sixth of the foot gear sold by merchants at that time was manufactured at Chicago, the remainder came from the great manufactories of New England, where the minute division of labor and the extensive employment of machinery rendered it possible to turn out shoes at less cost. The southern trade had assumed considerable importance by this time, and sales by Chicago houses in this direction were numerous and extensive.

The census of 1870 places the number of manufactories of boots and shoes at 13, with a capital of \$968,000, employing 406 hands and turning out an annual product of \$323,650. These figures were pronounced by the *Chicago Tribune* to be sadly inaccurate. That paper, at the close of the year, asserted that there were twenty-two firms engaged in the business (twelve being boot manufactories,) employing 1,200 hands, and turning out \$1,500,000 worth of goods during the year 1870.

Business went along in its accustomed channels during the year 1871, until autumn. The fall weather was of a character not calculated to induce retailers to fill their shelves. The jobbing trade had laid in a large stock in anticipation of the trade which failed to materialize, and the result was that the conflagration of October 9th overtook the wholesale trade at a time when they were least fitted to withstand the loss consequent thereupon. Not a single firm saved one dollar's worth of stock, and when business begun to revive the boot and shoe men found themselves forced practically to start anew.

Nevertheless, there occurred, necessarily, a very active demand from home consumers, and the volume of sales during the months of November and December, 1871, exceeded by from 30 to 40 per cent. the aggregate amount of business transacted during the corresponding months of 1870.

The record of business for 1872 cannot be ascertained with sufficient accuracy to justify the predication of any statement, but for the years following enough is known to warrant the brief sketch which follows:

The panic of 1873 found the Chicago trade established on a sound financial basis, and there were few failures of any consequence reported. Sales, however, did not materially appreciate, owing to the fact that ready money was scarce in the hands and pockets of consumers. The sales of 1874 were estimated by some of the principal dealers engaged in business in this city at that time to have been nearly \$11,500,000, which figures would show an apparent increase of about ten per cent. over the business of the preceding year. Nearly \$4,000,000 was invested in the trade during that year, and a fair return was received, although the shrinkage in prices somewhat interfered with profits. The proportion of the Chicago-made goods handled was larger than ever before, constituting some twenty-five per cent. of the entire volume of sales. One cause for this fact is to be found in the circumstance that Chicago had by this time attained the position of the leading hide and leather market of the West. Local manufacturers were able to select leather from a large and varied assortment, and this advantage, combined with a reduction of nearly fifteen per cent. in wages and the extensive purchase of new and improved machinery, enabled Chicago concerns to compete with eastern factories on a more favorable basis than in previous years. Another increase of ten per cent. occurred in sales for 1875, although prices still continued to tend downward. Five new houses entered the field during this year, and the total amount of capital invested—including that employed by manufacturers—



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is estimated to have been about \$6,000,000. One reason for the increase in the amount of business done is to be found in the fact that a scarcity of money induced many persons who had previously patronized custom establishments to wear ready made goods. There was also a marked increase in the use of rubber boots and shoes, which naturally tended to augment the volume of sales. The margin of profit in 1876 was smaller than during any previous year in the history of the city trade, the average decline in prices being about ten per cent. Notwithstanding this fact, the prominence which Chicago had attained as a commercial centre in the boot and shoe trade of the entire country had become pronounced, and the total sales were estimated at \$18,000,000, as against \$15,000,000 the year before,—an increase of twenty per cent. There was also an appreciation of about five per cent. in the amount of capital invested in business, which was estimated at that time to have been about \$6,300,000.

The two years following (1877 and 1878) were characterized by no features of special interest. The volume of business showed no material increase, while the decline in prices tended to reduce profits for both manufacturers and jobbers. The cost of raw material gradually declined in consequence of the large quantity of hides handled by Chicago tanners, and this fact may perhaps partially account for the reduction of the market values.

In 1879, there occurred a slight revival of business. Stocks had become pretty well depleted, and manufacturers found it difficult to obtain sufficient quantities of raw material to meet their requirements. The year was marked by a large extension of trade, particularly through the South and West, orders being received from Arizona and Mexico as well as from States adjacent to Illinois.

In 1880, the cost of raw material, as well as of labor appreciated, with a consequent advance of prices for manufactured goods. The result was an advance of about eight per cent. in the aggregate sales, although

neither manufacturers nor dealers reaped any material profit. A still further extension of territory tributary to this market formed one of the chief features of the business for 1881. Traveling salesmen from Chicago penetrated into the wilds of Arizona and New Mexico as well as into the rapidly growing settlements of Dakota and the Northwest. The result was an active, not to say injurious, competition, bringing about a corresponding reduction in prices. No failures were reported during the year, however, and business may be said to have been reasonably prosperous.

The year 1882 saw an increase in the capital of \$500,000 and in the sales of \$1,000,000. Some of the older firms found it necessary to secure more commodious quarters, while additions were made to the manufacturing capacity of the larger houses in consequence of the great growth of the trade. A slight advance occurred in rubber goods, the prices ranging higher than in 1881, in consequence of a corner in the raw material. On October 18th, a meeting of rubber manufacturers was called. Sixty firms, aggregating a capital of \$30,000,000, being represented. The meeting resulted in a resolve on the part of those in attendance to close their manufactories on December 23d, and to keep them closed until the price of rubber was reduced. This action was followed by a decline of twenty cents a pound. It was claimed by the manufacturers that eighty-four cents a pound for raw rubber left a fair profit for the importer, and they would not resume active operations until that price had been reached.

In 1883, the boot and shoe trade began to concentrate within the territory bounded by Madison and Adams streets on the north and south, and Fifth avenue and Market street on the east and west. This locality has constituted the headquarters of this industry ever since. The year 1884 was not marked by any incident of importance, but in 1885, there occurred a competitive war between eastern and western manufacturers, prices being very badly cut. The result was,

as might have been anticipated, rather disastrous to the trade in both sections, and while the volume of business remained about the same as that of the preceding year, profits were so far reduced that the year, considered as a whole, cannot be said to have been satisfactory to either manufacturers or jobbers in this city.

Enough has been said in reference to the history of the boot and shoe trade in Chicago, to enable the reader to form a correct comprehension of its growth in detail from its earliest time down to a date only a few years anterior to the publication of this volume. A brief summary of its condition for the year 1890 will enable him to perceive how far this trade has been continued and extended. The number of factories in the city at that time was fifty; the capital invested, \$4,000,000; the number of hands employed, 5,000, and the value of the product fully \$13,000,000. Sales for 1891 aggregated some \$27,500,000, and for 1892 \$30,250,000. The number of factories and wholesale stores had risen to 110, giving employment to nearly 3,000 persons. In one word, Chicago has become the chief centre for distribution, if not for production, of boots and shoes in the western hemisphere. This is partially due to the fact that, owing to the contiguity of the stock-yards, the city is a primary market for hides, which circumstance has stimulated the manufacture of leather, reference to which is made elsewhere.

The following table shows the extent of the boot and shoe industry, with that of cognate trades, at the close of the year 1890, as compared with 1889:

INDUSTRY.	NO.	CAPITAL.	WORK-MEN.	VALUE OF PRODUCT.
Tanners and Curriers.	19	\$5,000,000	1,800	\$ 6,500,000
Boot and Shoe Mfrs.	50	4,000,000	5,000	13,000,000
Saddle and Harness Mfrs.	3	400,000	400	2,000,000
Trunk Mfrs.	9	800,000	500	1,800,000
Mfrs. of Leather Belting.	3	275,000	275	900,000
Totals	84	\$10,475,000	7,975	\$24,000,000
Totals, 1889.	81	9,375,000	7,350	19,975,000

The expenditures for wages approximated \$5,340,000 as against some \$4,920,000 in 1889.

Leading wholesale dealers are C. H. Fargo & Co., C. M. Henderson, Phelps, Dodge & Palmer, Seltz, Schwab & Co., and M. D. Wells & Co.

Not until 1872 did the hardware trade of Chicago assume proportions of any considerable magnitude. Prior to that date the trade was hardly recognized in its individuality, but subsequent to that period it rapidly grew in extent and importance. The financial stringency resulting from the panic of 1873 made itself felt in this branch of trade in this city as it did at other business centres. There was noticeable a disposition to sell, and in consequence of this pressure prices in 1874 declined from 10 to 12 per cent. At the same time, the volume of business increased, and the year may be said to have been a profitable one to dealers.

If the reader will refer to the statistical tables given under the heading of iron and steel manufactures he will find valuable information relative to the manufacture of hardware.

During the year 1874 the sales of hardware by houses exclusively engaged in this line of trade amounted to about \$6,500,000. It should be borne in mind, however, that there was a very large business done in specialties, the sales of which would swell the total volume of business transacted to an amount nearly equal to \$10,000,000. These figures are nearly double those representing the volume of business in 1873, but include sales of shelf, heavy cabinet, saddlery and carriage hardware, nails, iron and other metals.

It should be remembered that the territory included within the limits occupied by Chicago dealers had, by this time, very largely increased in extent, reaching to the British possessions on the north, to the Pacific on the west, and to Texas on the south. In order to thoroughly appreciate

the energy and perseverance displayed by Chicago traders, attention should be directed to the fact that the volume of business must be considered in reference to the steady shrinkage of values, which had been in progress since 1872. Iron had gradually, but steadily depreciated, as had all staple articles manufactured therefrom. The low prices which ruled for raw material are best shown by an examination of the subjoined table of quotations of some of the leading staples for the years 1872 and 1875:

	1872.	1875.
Tin plates, per ton	\$16.00	\$9.50
Russia iron, per pound . .	28	17
Sheet iron, per pound . .	17	04
Nails per keg	6.25	3.60

A slight decrease in the price of all these descriptions of hardware occurred during 1876, and increased competition and over-production lowered quotations in every branch of the trade. The volume of business consequently fell off; sales aggregating \$18,000,000 as against \$20,000,000 in 1875. The amount of capital invested in the business in this city at that time was, in round numbers, about \$3,000,000.

Prices continued to fall during 1877, the decline being from five to ten per cent., but the volume of business during the year so far advanced that the aggregate sales showed a decided advance. The year's transactions reached nearly \$22,000,000, the greater proportion of which was distributed among the leading branches of the trade, as follows: In shelf hardware the sales amounted to \$12,250,000, on a capital of \$3,250,000; in cabinet and carriage hardware the sales aggregated \$1,750,000; in heavy goods and iron sales reached to about \$5,500,000, on a capital of about \$1,830,000. In the latter department of the trade the demand was unprecedented, a considerable portion of it coming from railroad companies who found it necessary to add largely to their rolling stock in order to accommodate the constantly increasing transportation of freight to and from the West.

The year 1878 exhibited a considerable increase in the volume of goods sold, yet the total receipts from sales footed up about the same as for the year preceding, and the business transacted was distributed among the various departments of trade in about the same ratio.

During 1879 there occurred a decided advance in iron, which was not without a beneficial influence upon the hardware trade. The consumptive inquiry, stimulated by the rising market, rapidly increased, and whatever surplus stocks hardware dealers might have accumulated were rapidly worked off. The volume of business transacted exceeded \$24,000,000, which represented nearly four times the amount of capital invested. Subsequent to July 1st there occurred an advance in the price of metal all along the line. The appreciation in iron has been already noted; but lead also advanced 46 per cent., and tin, 80 per cent. Notwithstanding the advance in tin the importation of this metal into Chicago—presumably for purposes of manufacturing into hardware—was larger than for several preceding years.

Sales for the year 1880 increased in volume by about \$5,000,000, but the profits to dealers in no way corresponded to the appreciation in quotations. The metal market, in all its features, ruled low, tin, lead and iron alike sympathizing in the decline. The result was a marked falling off in the value of every description of hardware which depended largely upon the cost of the crude material. Notwithstanding all this, however, the year was a fairly prosperous one to dealers, for the reason that the consumptive inquiry was enormous. Sales of all varieties of hardware for the year were estimated at \$30,000,000.

In 1881 the metal market showed much more steadiness, and in consequence there was noticeable a slight appreciation in the price of hardware in all its varieties. The aggregate sales were somewhat in excess of those of the year preceding, amounting to nearly \$31,500,000, yet dealers did not obtain the same percentage of profit as they did

when the market for raw material was higher. The following table shows the proportion in which business was distributed among the several classes of dealers :

Nails and heavy hardware.....	\$9,000,000
Cabinet hardware.....	1,500,000
Saddlery hardware.....	1,500,000
Cutlery.....	1,500,000
Stoves and hollow ware.....	3,500,000
Household utensils, etc.....	3,500,000
Miscellaneous.....	11,000,000

In 1882 Chicago dealers pressed their right for new territory. Scarcely a decade had elapsed since New York was considered, even in the Northwest, the great center of distribution. During the year last mentioned local traders began the contest which has ultimately ended in their securing for Chicago the position of the leading hardware market of the Northwest. It must be admitted, however, that the volume of sales during this year (1882) showed a falling off as compared with the year preceding, the total volume of business done by Chicago houses aggregating not much over \$29,000,000. The year 1883 was characterized by a reduction in the product and improvement in the consumptive inquiry. The result was a slight increase in the volume of sales, the estimate for the year being about \$31,000,000. The year 1884 was one marked by over-production. The high prices obtained throughout the previous year were not without their effect upon the market, and dealers' profits were materially reduced. The main feature of interest during the year was a combination of the manufacturers of carriage hardware, who agreed to pool all issues, the result being an appreciation of prices from twenty to forty per cent.

The following year (1885) was one of depression of prices and of smaller profits to dealers. The causes were to be found in increased production and the indisposition of consumers to pay current prices, the result being a concession to buyers which reduced the profits of traders. Carriage hardware, however, constituted an exception to the general

rule, owing to the maintenance of the pool formed the year before. Prices for this class of goods were kept as high as independent competition would permit, and dealers in this sort of merchandise realized a handsome profit.

During the seven or eight years following, capital looking for investment in the various descriptions of manufactured iron and steel sought other avenues of outlet and the hardware trade (as evidenced by the figures given below) suffered a decline in activity. In 1890 the number of manufacturers and wholesalers were estimated at thirty-eight, employing, on an average, forty-five hands each. Sales for 1891 were estimated at \$19,225,000 and for 1892 at \$22,000,000.

Some of the leading dealers — wholesale and retail—are enumerated below: S. D. Kimbark, Parkhurst & Wilkinson, Kelley, Maus & Co., William Pickett, Son & Co., and Orr & Lockett.

Another important branch of trade, which deserves more than the cursory notice, which is all that limited space permits, is that in drugs and chemicals. Of its early development comparatively little authentic is known. The simple remedies compounded at home, supplemented by those dispensed by the country store-keeper, sufficed for the cure of the few ailments of the hardy pioneers. But as the country became settled, physicians found more patients, and the demand for drugs increased.

In no department of business, perhaps, has the gradual development been more natural, and in few, if any, has it met with less interruption. Outside of opium, quinine and a few of the essential oils, among drugs, and apart from some of the heavy chemicals, there have been few speculative articles on the general list.

The number of strictly wholesale drug houses in Chicago in 1893, is six. The Fuller & Fuller Company, Lord, Owen & Company, Peter Van Schaack & Sons, Morrison, Plummer & Co., Robert Stevenson & Com-

pany, and Humiston, Keeling & Company, the capital invested by whom exceeds \$3,500,000. These establishments also handle chemicals, but there are, in addition a half-dozen concerns, which confine themselves exclusively to the sale of the latter variety of goods, or of chemicals and dye-stuffs together. Besides the six houses named, there are seven or eight drug firms selling at both wholesale and retail, and a number of Eastern houses have opened branches in Chicago under the charge of special representatives. In 1892 the total number of wholesale dealers in drugs, chemicals and dye-stuffs did not fall far below thirty, and the capital invested was about \$8,500,000.

Besides those above mentioned the following are among the leading houses: Chemicals and dye-stuffs, Stephen Paddon & Co.; R. R. Street & Co.; leading jobbers in drugs are the John Blocki Drug Company and Buck & Rayner.

The number of retail drug stores exceeds six hundred, some of the most prominent retail druggists being Buck & Rayner, Dale & Sempill, E. H. Sargent & Co., A. C. Musselwhite and A. Ahrend.

The retailers have an association of their own for the promotion of an *esprit de corps* among the members and the elevation of the standards of the trade in general.

This account of the growth of the mercantile business of Chicago in some of its leading branches, will prepare the reader for a consideration of the growth of the city's immense transactions in grain and provisions which finally came under the direct supervision and control of the Board of Trade. The story is emphatically one of

Genesis of Trade
and Commerce.

development and of stupendous achievements from insignificant beginnings. Few cities have ever started under more discouraging conditions. The low-lying marsh, over which the east wind drove the waves of the lake, with half the ground submerged during many months of the year, inundated by the overflow of the Desplaines river during the spring—such

was the original site of the present metropolis of the West. The natural obstacles in the way of the development of commerce at first sight would seem to have been almost insuperable. Prior to 1834 there was no harbor. The mouth of the river was closed by a sand bar, and the absence of headlands caused skippers to regard the point as one to be avoided. Only in mild weather was anchorage possible, and then only at some distance off the shore, compelling the use of small boats for the disembarkation of cargoes and passengers.

Up to the year 1836, provisions, as well as other articles necessary for the use of the settlement, were brought here from points farther east, the village itself and the surrounding territory furnishing but a small proportion of the articles needed. In that year, however, as was stated in a memorial to Congress asking for an appropriation for the improvement of Chicago harbor, shipments had been made from this point during the year amounting in value to \$1,000.64. It is impossible to ascertain what articles constituted this first year's business, but it seems fair to suppose that the exportation must have been chiefly, if not wholly, composed of articles of produce. The same memorial is authority for the statement that during the year following the value of such shipments had increased to \$11,065, which rose to \$16,044.75 in 1838. In 1839 they more than doubled, while in 1840 it was gravely asserted that not less than \$328,665.74 worth of goods were sent from Chicago to other markets. It is unnecessary to point out that this ratio of increase has been, to say the least, very rare in the history of cities.

The obstacles in the way of business were such as are incident to all infant communities. As late as 1834 there was but one mail each week, though the citizens held a meeting on January 11th of that year, at which "speeches were made," for the purpose of preparing a memorial to the postmaster-general asking for better mail facilities. Some idea of the small interchange of traffic

between Chicago and other points of the country may be gathered from the fact that on April 16, 1834, the *Chicago Democrat*, the only newspaper of that time, began the publication of a "marine list," announcing the arrival of one schooner from St. Joseph and the departure of two for the same port. On June 4th following, the same journal announced, with no little pride, "that arrangements have been made by the proprietors of the steamboats on Lake Erie, whereby Chicago is to be visited by a steamboat once a week until the 25th of August." And on Saturday, July 11, 1834, the schooner *Illinois* entered the harbor and sailed up the river; and, being up to that time the largest vessel that had entered the Chicago river, was accorded an enthusiastic greeting. The *Democrat* announced, under date of September 3, 1834, that "150 vessels had discharged their cargoes since the 20th of April last."

In 1832 Milwaukee and Michigan City were both regarded as far more promising locations than Chicago, and as bidding fair to become great centres of trade.

Neither were the facilities of the early settlement for connections with the interior of a more promising sort. The roads leading into the surrounding country were but little more than wagon tracks running through low, damp prairie, which, at the time of the spring and summer rains, was practically a bog.

Transportation of heavy merchandise over these apologies for highways was well nigh impossible, except when the heat of summer had dried the mud or the frost of winter had made it solid. It may be readily seen that these disadvantages effectually prevented the marketing of grain from the surrounding country at this point. Horses, cattle and sheep could be driven in, for the reason that they might be forced to transport themselves. The early settlers soon perceived that the principal need of the town was better means of transportation, and the first effort put forth in this direction was the construction of plank roads. The first of these was

known as the Southwestern plank road, which left the famous "Bull's Head" tavern on Madison street, and passing through Lyonsville ran to Brush Hill, near the present site of LaGrange, a distance of sixteen miles. At that point it connected with the Oswego plank road, which ran to Naperville, fourteen miles to the southwest. Another plank road, known as the Northwestern, was built from the Galena depot to the site of the present village of Desplaines. The Western plank road branched off towards Elgin, and in 1853 some seven miles in that direction had been laid. Towards the south ran the South plank road, which started from the south line of the city, at the point of its intersection with State street, and extended ten miles towards Iroquois county. In 1853 the city council having planked Blue Island avenue as far as Madison street there was projected the Blue Island plank road, running from the village of that name directly north to the southern end of the city's planking. Another enterprise of that year was the building of the Lake Shore plank road, which ran in a northerly direction from the north line of the city on Clark street, nearly parallel with the lake shore, to Little river, passing by the tavern of Rees and Hundley and through Pine Grove to Hood's tavern, on what was known as the Green Bay road. The construction of these roads was of great benefit, not only to the city itself, but also to the adjacent territory, affording the farmers access to market for their produce and materially extending the country from which Chicago derived its business.

Chicago was not exempt from the speculative mania which ran riot through the country in 1835-36. Valuations were fictitious and this statement may be particularly made in regard to real estate. The crisis came, the balloon burst, and panic was the result. Naturally, investments in a new city, like Chicago, were regarded with suspicion by capitalists, and trade began to decline. In 1842, however, values had sunk so low that they had touched bottom, and an inevitable

reaction began. The upward movement was very slow, and not until 1847, when the River and Harbor Convention assembled in this city did Chicago receive what may be called its second impetus. That body was composed of statesmen and business men from every part of the Union, and its members, when they returned to their homes were able to say a good word for the infant metropolis.

The following extract from the writings of the late ex-Lieutenant-governor William Bross shows the influence which railroads exerted in building up the trade of a city.

"With these improvements there has been a corresponding change in the business of the city. In the fall of 1847, when we first saw Chicago, the business of our merchants was confined mainly to retail trade. The produce that was shipped from this port was all brought to this city by teams. Some of them would come a hundred and fifty miles. Farmers would bring in a load of grain and take back supplies for themselves and their neighbors. Often has it happened that they would get 'sloughed,' or break their wagons, and between the expense of repairs and hotel charges they would find themselves in debt when they got home. During the 'business season' the city would be crowded with teams. We have seen Water and Lake streets almost impassable for hours together. The opening of the canal in 1848 made considerable change in the appearance of the city, and when the Galena railroad was finished to Elgin, the difference was very striking. The most of those old familiar teams ceased to visit us, and we heard some few merchants gravely express the opinion that the canal and the railroads would ruin the city."

Another important feeder of the city, during the early days of its history, was the Illinois and Michigan canal, which was completed in 1848. For many years thereafter the canal constituted the great highway of commerce between the city and the interior of the State. The mania for railroad build-

ing first appeared in 1850, and during the seven years following railroads were built in all directions, Chicago being the centre. The history of the principal railroads terminating here may be found, given in detail, elsewhere. With the multiplication of railroads, the natural geographical advantages of Chicago became more and more apparent, as well as the fertility and productiveness of the tributary territory; and from the year 1852 may be dated the unprecedented growth of the "Queen of the Lakes."

The dangers of the harbor, however, were as evident to the citizens as was the bad character of the mud roads running out of the city, and in 1853, the first pier was built. During the following year one of the sand-bars had been materially lowered by dredging. The work of improvement steadily progressed; the course of the river was straightened, dredging was continued, and docks and wharves were erected as necessity required.

Before 1846 there was no foreign trade at this point. In that year there was but \$14.10 received in payment of duties. The first importation of foreign goods of which any record has been preserved, consisted of a cargo of salt, which reached this port from Turk's Island, on the brig "McBride," on December 4, 1846. The route taken by the vessel was through the Gulf of St. Lawrence, the St. Lawrence river, and the Lachine and Welland canals; the goods being placed in bond and the duties paid at the Chicago custom house. In 1847, however, the following descriptions of goods were received in the district of which Chicago formed a part, paying duties to the amount named below: Firewood, 256½ cords; peaches, two barrels; saddles, one. The duties received on these articles was \$1,-182.90.

In 1848, to September 1, the following is the sum of dutiable goods imported: St. Urbes salt, 7,100 minots; sea oil, 18 barrels; cod oil, 68 barrels; mackerel, 150 barrels; salmon, 10 barrels; herring, 21 barrels and

100 boxes; charcoal, 19 barrels; lumber, 149,-900 feet; stone, 13 cords; wood, 142 cords; shingles, two bundles; crockery, 8 crates. The value of the above articles was \$6,600.70, and the duty \$1,629.48. *

Not until 1846 did Chicago become a port of entry. Before that year it had been included in the Collection District of Detroit, and was known as a port of delivery only. On July 16, 1846, the District of Chicago was created, embracing the harbors, rivers and other waters on the western shore of Lake Michigan between the mouth of the Sheboygan river and the east line of the State of Illinois. This action of the government placed the city on a commercial footing equal to that enjoyed by other first-class American ports.

Its subsequent history shows the wisdom of the policy thus adopted. The annual clearances from Chicago (including those of vessels engaged in lake commerce), exceed those from any other port in the United States, while the custom-house at the southern bend of Lake Michigan has become the great *entrepot* of commerce for the Grand Central Division of States.

Through the courtesy of the Bureau of Statistics of the United States Treasury Department, the following table showing the number and tonnage of vessels in the foreign carrying trade, entering into and clearing from the customs district of Chicago during the fiscal years between June 30, 1847, and June 30, 1891, has been obtained.

* The following is a list of the collectors of the port of Chicago from 1846 to 1891, with the date of their assuming charge of their office.

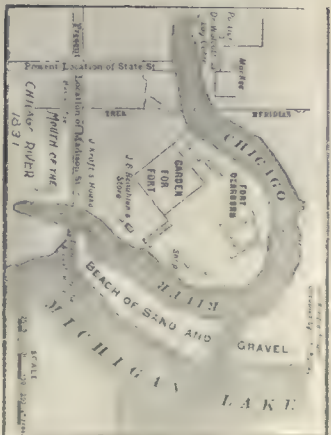
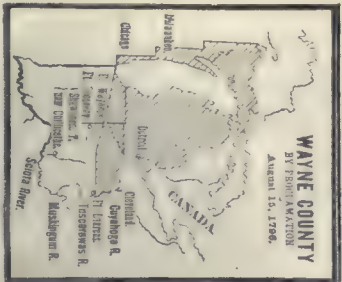
Name of Collector.	Date of Bond.
William B. Snowhook.....	August 27, 1846
Jacob Russell.....	May 11, 1849
William B. Snowhook.....	June 6, 1853
Phillip Conley.....	July 17, 1855
Jacob Fry.....	April 13, 1857
Bolton F. Strother.....	June 21, 1858
Julius White.....	April 6, 1861
Luther Haven.....	October 10, 1861
T. J. Kinsella.....	March 22, 1866
Walter B. Scates.....	June 26, 1866
James E. McLean.....	June 16, 1869
Thurman B. Judd.....	July 17, 1872
J. Russell Jones.....	October, 1875
Wm. Henry Smith.....	October, 1878
Jesse Spaulding.....	October, 1881
A. F. Sabarger.....	October, 1885
John M. Clark.....	August, 1889

ENTERED.

AMERICAN.			FOREIGN.		TOTAL.	
YEAR.	NO.	TONS.	NO.	TONS.	NO.	TONS.
1847	4	1,858	1	350	5	2,208
1848	12	4,205	2	399	14	4,604
1849	24	6,620	11	2,397	35	9,017
1850	18	6,690	4	648	22	7,338
1851	10	4,587	1	215	11	4,802
1852	4	942	1	213	5	1,155
1853	8	2,130	.....	.....	8	2,130
1854	19	6,236	3	703	22	6,939
1855	37	27,364	15	2,916	52	30,280
1856	122	86,948	93	20,681	215	107,629
1857	100	70,179	109	27,051	209	97,230
1858	74	28,573	90	22,256	164	50,829
1859	97	52,063	21	5,269	118	57,332
1860	92	45,068	28	7,472	120	52,540
1861	158	70,465	42	112,133	201	82,598
1862	365	178,797	164	45,181	529	223,978
1863	395	169,691	231	69,601	626	239,292
1864	202	108,007	213	64,304	415	172,311
1865	184	99,709	155	49,699	339	149,408
1866	147	89,234	234	73,425	381	162,659
1867	74	55,006	146	43,519	220	98,525
1868	45	15,231	120	33,148	165	48,379
1869	26	9,480	111	28,508	137	37,988
1870	46	12,690	77	21,979	123	34,669
1871	65	20,906	109	29,932	174	50,838
1872	52	14,761	96	25,920	148	40,681
1873	41	12,659	168	48,630	209	61,289
1874	33	9,422	128	51,801	211	61,223
1875	13	3,944	122	38,483	135	42,427
1876	9	3,629	77	30,618	86	34,247
1877	19	5,980	46	14,313	65	20,293
1878	61	18,369	122	41,848	183	60,217
1879	50	14,556	164	57,613	214	70,169
1880	59	16,285	290	110,904	349	127,189
1881	58	17,228	321	118,747	379	135,975
1882	52	26,512	247	90,448	299	116,960
1883	90	54,837	126	49,897	216	104,734
1884	68	20,782	93	33,179	159	53,961
1885	71	22,693	53	20,254	124	42,947
1886	87	28,336	68	31,449	155	59,075
1887	157	48,509	122	46,929	279	95,438
1888	141	49,212	128	50,825	279	100,037
1889	175	57,840	112	52,185	287	110,025
1890	138	46,104	79	40,763	217	86,867
1891	65	23,270	51	31,167	116	54,437

CLEARED.

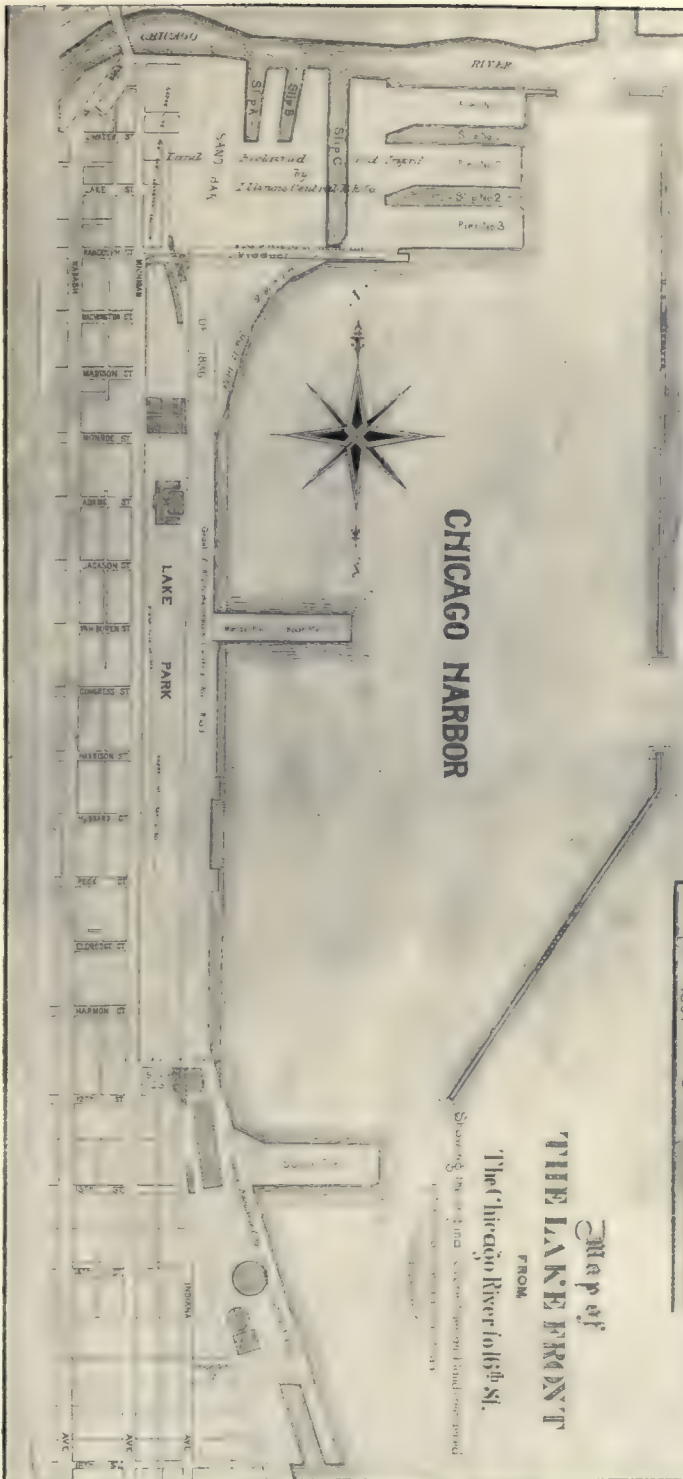
AMERICAN.			FOREIGN.		TOTAL.	
YEAR.	NO.	TONS.	NO.	TONS.	NO.	TONS.
1847	5	1,202	1	350	6	1,552
1848	3	807	.....	.....	3	807
1849	5	964	13	2,796	18	3,760
1850	4	1,043	5	998	9	2,041
1851	8	2,093	1	215	9	2,308
1852	10	3,403	1	213	11	3,616
1853	9	2,288	.....	.....	9	2,288
1854	30	8,014	3	703	33	8,717
1855	44	31,464	15	2,916	59	34,380
1856	81	76,930	84	19,511	165	96,441
1857	77	57,713	98	24,277	175	81,990
1858	110	39,819	59	14,809	169	54,628
1859	88	53,899	44	12,900	132	65,899
1860	130	61,282	24	6,670	154	67,952
1861	365	138,424	45	11,999	410	150,423
1862	451	172,791	162	44,759	613	224,550
1863	469	195,276	227	68,779	696	264,055
1864	216	113,693	213	64,686	429	178,369
1865	199	104,507	157	50,567	356	155,074
1866	141	77,737	252	80,001	393	157,738
1867	77	22,580	150	46,382	227	68,962
1868	149	47,514	129	35,978	278	83,492
1869	187	63,046	103	27,834	290	90,880
1870	171	50,856	54	14,928	225	65,784
1871	283	83,017	100	27,356	383	110,373



CHICAGO HARBOR

Map of THE LAKE FRONT FROM

The Chicago River to 16th St.



Map of Wayne Co., from "Farmer's Michigan."

WAYNE COUNTY, 1796. — CHICAGO RIVER, 1831. — CHICAGO HARBOR. — THE LAKE FRONT.



NORTH PIER.—CHICAGO RIVER.—NORTH SLIP.

CLEARED—Continued.

AMERICAN.			FOREIGN.		TOTAL.	
YEAR.	NO.	TONS.	NO.	TONS.	NO.	TONS.
1872	208	59,139	109	26,383	317	85,522
1873	289	80,200	162	46,084	451	126,284
1874	293	86,307	182	53,209	475	139,516
1875	92	29,055	117	37,654	209	66,709
1876	159	50,106	67	25,236	226	75,342
1877	105	33,427	45	14,650	150	48,077
1878	110	32,495	127	44,215	237	76,710
1879	128	39,848	158	55,124	286	94,972
1880	112	30,859	306	115,084	418	145,943
1881	99	26,666	320	119,076	409	145,742
1882	79	26,533	263	96,517	342	123,050
1883	155	76,494	144	56,943	299	133,437
1884	167	51,779	94	34,140	261	85,919
1885	189	68,147	54	20,328	243	88,475
1886	309	95,997	68	31,159	377	127,156
1887	387	121,909	120	46,296	507	168,205
1888	352	120,819	140	51,412	492	172,231
1889	418	147,044	115	53,398	533	200,442
1890	407	150,091	79	41,812	486	191,903
1891	188	82,121	53	31,726	241	113,847

The number and tonnage of sail and steam vessels built in the Chicago district during the same period has been as follows:

SAIL.			STEAM.		TOTAL.	
YEAR.	NO.	TONS.	NO.	TONS.	NO.	TONS.
1847						
1848						
1849	13	2,210.84			13	2,210.84
1850	12	1,641.38	1	49.78	13	1,691.21
1851	4	313.56			4	313.56
1852	17	1,217.28			17	1,217.28
1853	9	1,158.35			9	1,158.35
1854	16	3,255.08			16	3,255.08
1855	12	1,742.15			12	1,742.15
1856	21	4,404.47			21	4,404.47
1857	9	2,722.68			9	2,722.78
1858	7	588.42			7	588.42
1859	3	230.01			3	230.01
1860						
1861	2	761.13	2	776.97	4	1,537.20
1862	4	1,013.55	1	398.25	5	1,411.83
1863	78	9,421.79	6	361.34	84	9,783.18
1864	92	10,911.59	4	556.37	96	11,468.01
1865	32	3,155.76	2	365.26	34	3,521.02
1866	8	687.37	4	255.02	12	942.39
1867	29	1,217.63	7	2,744.79	36	3,962.42
1868	35	6,200.87	9	862.93	44	7,153.80
1869	26	4,223.77	3	1,097.67	29	5,321.44
1870	13	1,619.01	1	57.66	15	1,676.67
1871	8	1,611.40	4	160.09	12	1,771.49
1872	8	1,119.71			88	1,119.71
1873	13	3,500.89	8	1,800.14	21	5,301.03
1874	17	3,901.70	3	118.86	20	4,020.56
1875	3	119.67	9	381.22	12	500.89
1876	2	30.92	9	745.01	11	775.93
1877			6	377.10	6	377.10
1878	3	55.03	10	457.10	13	512.13
1879	1	9.96	4	170.50	5	522.09
1880			1	37.04	1	37.04
1881	2	531.92	4	893.62	6	1,425.54
1882	4	1,551.66	11	351.95	15	1,903.61
1883	3	237.95	9	344.77	12	582.72
1884			5	382.54	5	382.54
1885			8	188.62	8	188.62
1886			3	89.37	3	89.37
1887	8	185.54	1	694.94	9	880.48
1888	1	11.62	2	86.79	3	98.41
1889			2	28.58	2	28.58
1890	2	22.02	5	266.37	7	288.39
1891	2	74.90	4	4,993.89	6	5,068.79

The extraordinary increase in the amount of duties paid to the customs authorities at

the port of Chicago is shown in the subjoined statement. The reader will remember that Chicago was made a port of entry on July 16, 1846, but the first authentic information obtainable in reference to the duties collected is given in the table under date of 1848. †

1848	\$	322 52
1849		613 72
1850		5,615 22
1851		
1852		
1853		127,060 11
1854		334,043 78
1855		575,470 80
1856		207,392 00
1857		145,662 54
1858		82,445 06
1859		24,818 90
1860		70,891 78
1861		48,055 33
1862		25,822 28
1863		80,447 82
1864		174,698 58
1865		160,475 50
1866		420,629 95
1867		548,607 64
1868		710,920 93
1869		620,903 46
1870		724,565 49
1871†		838,265 57
1872		2,155,927 33
1873		1,535,681 63
1874		1,358,496 62
1875		1,609,157 21
1876		1,454,725 85
1877		1,448,705 01
1878		1,451,535 87
1879		1,891,357 10
1880		2,548,406 87
1881		2,931,080 61
1882		3,696,711 09
1883		4,075,166 85
1884		4,071,188 78
1885		4,164,154 29
1886		4,099,550 00
1887		4,622,952 29
1888		4,835,125 97
1889		4,966,198 72
1890		5,043,734 88
1891		5,786,675 08
1892		6,561,163 67
1893		8,500,204 23

The honor of originating the idea of establishing a Board of Trade in Chicago belongs to Messrs. Thomas Richmond and W. L. Whiting. The former was then operating a small elevator, and the latter was a grain broker—the first one to conduct this business in Chicago. At the time of the agitation of the project railroads were unknown in Illinois, while

† Figures from the Department.

elevators for storing 1,000,000 bushels had never been thought of, and the clearance of a single schooner, laden with lumber, from the port received a local notice.

A general conference of business men was held in Chicago on the 13th day of March, 1848, pursuant to a public call, which read as follows:

Merchants and business men who are favorable to the establishment of a Board of Trade in this city are requested to meet at the office of W. L. Whiting, on the 13th of March, 1848, at three o'clock P. M.

WADSWORTH, DYER & CHAPIN,
GEORGE STEEL,
I. H. BURCH & Co.,
GURNEE, HAYDEN & Co.,
H. H. MAGIE & Co.,
NEEF & CHURCH,
JOHN H. KINZIE,
NORTON, WALTER & Co.,
DE WOLF & Co.,
CHARLES WALKER,
THOMAS RICHMOND,
THOMAS HALE,
RAYMOND, GIBBS & Co.

At the meeting resolutions were passed declaring that the establishment of a Board of Trade was desirable, if not necessary.

A constitution was adopted and a committee appointed to draw up by-laws, to be laid before an adjourned meeting to be held on the first Monday of the following April.

Rooms for present use were secured, at an annual rental of \$110, over the flour store of Gage & Haines, on South Water street. All those interested in the project were invited to meet at these rooms daily.

The first choice of the Board for president was George Smith, but owing to his declination Thomas Dyer was elected to the office. The first and second vice-presidents, respectively, were Charles Walker and John P. Chapin. The first board of directors consisted of G. S. Hubbard, E. S. Wadsworth, George Steel, Thomas Richmond, John Rogers, H. G. Loomis, Geo. F. Foster, K. C. Bristol, J. H. Dunham, Thomas Dyer, G. A. Gibbs, John H. Kinzie, C. Beers, W. S. Gurnee, J. H. Reed, E. K. Rogers, I. H. Burch, A. H. Burley, John Y. Read, W. B. Ogden, Orring-

ton Lunt, Thomas Hale, E. W. Hadduck, I. V. Germain and L. P. Hilliard.

It will be seen that the officers, together with the board of directors, numbered twenty-eight; in addition to these there were fifty-four members, making a total membership of eighty-two.

As first formed, the organization was purely voluntary. It had no legal status whatever, nor did it enjoy any of the rights or privileges of an incorporated body. It was organized for the purpose of facilitating the commerce of the city and promoting its interest by more united action. *

One of the first acts of the new Board was the appointment of inspectors of fish and provisions, and also of flour. Gurdon S. Hubbard, Sylvester Marsh and John Rogers were appointed to fill the first named positions, and John Rogers and James L. Hare to fill the latter. The object of this step was, of course, the securing of uniformity in grades and a guarantee of quality of any of those products that might be offered for sale. These officers, however, had no legal authority to insist upon the right of inspecting, and the aid of the city council was invoked, that body being asked to pass an ordinance recognizing the certificate of such inspectors, thereby conferring legality upon their acts through the sanction of municipal authority.

The condition of the city banks led to an election of a committee on banks, which was instructed to report a feasible plan for a general system of State banking. The report of the committee, with some unimportant amendments, was adopted, and it was instructed to lay the same before the legislature at its next session and urge its passage.

It was also felt that the Board should have a legal existence, and, acting upon this sentiment a committee was instructed to secure a charter for the Board. The result of the committee's efforts was the passage of a general act, Feb. 8, 1849, authorizing the establishment of Boards of Trade and chambers of commerce, under the provisions

* Andreas' History of Chicago, Vol. I. page 582.



Mark Kimball

of which the Chicago Board of Trade was subsequently organized.

The first annual meeting of the new body was held April 13, 1850, the officers of the voluntary organization being elected to serve in their former respective capacities.

About this time occurred an incident which is both interesting and important, as tending to show the relations then existing between the Board and the city authorities, and the confidence which the latter cherished in the former. The spring freshet of 1849 was a most disastrous one, sweeping away every bridge in the city. The Board discussed the matter and appointed a committee to devise means of facilitating intercourse between the three sections of the city. Shortly thereafter the city council decided that bonds to the amount of \$1,000,000 should be issued for the improvement of the harbor, and directed that the same should be placed in the hands of the Board to be negotiated, and the latter body was charged with the duty of seeing that the proceeds were properly expended for the purpose for which they were issued.

Other matters discussed at this annual meeting were the reduction of canal rates on through freights between the Mississippi and tide water, and the importance of farther telegraphic extension.

The history and action of the voluntary Board may be briefly reviewed by saying that while these discussions may have covered a rather wide field of subjects, and may have been, in many instances, more general than practical, the fact still remains that it virtually had "its say," and exerted more or less influence toward the promotion of the prosperity of the city, and the placing of its growing commercial importance more prominently before the outside world. The efforts of the Board to build up Chicago were aggressive in the extreme, and it attained an extensive reputation throughout the country.

The next annual meeting was held in April, 1850, at which time it was resolved:

"That this organization shall be called the Board of Trade of the City of Chicago."

Each person joining the association should sign the constitution, and, unless an old member, pay \$5.00 and in addition such sums, semi-annually, as should be decided upon by vote of the Board.

Annual and semi-annual meetings were to be held and special meetings might be called any time at the written request of any five members.

The new organization found itself confronted with a deficit to the amount of \$146.20. To provide for this it was decided to raise the annual dues from \$2.00 to \$3.00, and that the old members be required to sign the new constitution and pay \$3.00 each, the latter to be applied upon the payment of outstanding debts of the old Board. The dissolution of the old voluntary organization followed, and the new Board of Trade entered upon a career, the course and extent of which none of those present at the meetings at first had foreseen in their wildest flights of fancy.

The new constitution, which had been drafted in accordance with the provisions of the State law, was presented for signatures April 13, 1850; the organization of the new body was completed the following week by the election of officers. The president and vice-presidents of the old Board were re-elected: John C. Dodge was chosen secretary; and W. L. Whiting, treasurer. A notable lack of enthusiasm was manifested among the members. The officers and a few staunch supporters, who saw the possibility, and who appreciated its growing importance as the trade of the city increased, attended and put forth every effort to prevent the decrease of members, which however, slowly continued.

One of the Utopian schemes of the Board at this period was the furtherance of the free navigation of the St. Lawrence river. The project was much favored by the members, and a committee presented a lengthy report upon the subject. The arguments and

statistics were duly published, but the scheme itself came to naught. Hon. Stephen A. Douglas and Gen. James Shields, members of the U. S. Senate, were formally thanked by the Board for their earnest efforts in advocating the plan and also for their obtaining from congress the magnificent grant of land which insured the construction of the Illinois Central Railroad. The Board also favored the removal of the sand-bars in the Illinois river, in order to render that stream navigable, and it was recommended that means should be taken for dredging the channel.

The official report presented at the meeting in April, 1851, showed the state of affairs rather disheartening. The number of members in good standing had fallen to thirty-eight. The deficit in the treasury had increased to the sum of \$165.96, and there were apparently no resources for meeting it. The treasurer recommended an assessment of \$4.00 per capita to accomplish this end. A new by-law was adopted, by which the members were prohibited from giving any untruthful reports of their transactions, an effort to place the Board upon a foundation of honesty which was certainly worthy of praise.

The former officers were again re-elected.

Throughout the year following, interest continued to languish; there was a constant falling off in the attendance of members, and business transactions were proportionately insignificant. The record of attendance was kept, from which the following excerpt is taken:

July 9—Present, C. WALKER; no transactions.
 July 10—Present, C. WALKER, J. C. WHITE and J. C. WALTER. July 12—Present, O. LUNT. July 13—Present, none. July 14—Present, none. July 15—Present, C. WALKER. July 16—Present, none. July 17—Present, J. C. WALTER. July 18—Present, none.

This was, indeed, a striking contrast to the attendance at the present time. The above record shows that but five members had taken sufficient interest to put in an appearance at the daily sessions during nine

days. Outside topics attracted but little attention. The improvement of the Illinois river, however, received some consideration, and the Board appointed a delegation to attend the convention to consider the matter, at Peoria, December 26th.

New quarters were secured, at the corner of South Water and Clark streets, and there was held the fourth annual meeting, in April, 1852.

The official reports then presented were of a somewhat more interesting character, and fifteen new members had been enrolled during the year, thus raising the total to fifty-three. Moreover, the Board was out of debt. The election of officers resulted in the choice of George Steel as president, Thomas Hale as vice-president, and John C. Dodge as secretary and treasurer. The majority of members not being satisfied with the rooms selected, it was determined to move into those occupied by the secretary of the Chicago Mutual Insurance company, No. 3 Tremont Block. Later in the year still another move was decided upon, this time to No. 8 Dearborn street. Mr. Dodge resigned his office in February, and Mr. James E. Dullaha was appointed to serve out the unexpired term. No action of importance was taken by the Board during the year, unless it may have been the passage of some earnest resolutions protesting against the repeal of the banking laws in force at that time. The daily sessions were characterized by a meagre attendance and a general lack of interest.

In April, 1853, the fifth annual meeting was held, at the new rooms. Thomas Hale was elected president, C. H. Walker vice-president, and L. P. Hilliard secretary and treasurer. Once more dissatisfaction was expressed with the rooms—which indeed had only been taken for temporary occupancy—and a committee was selected to confer with certain parties then building, with a view to securing the lease of other quarters, suitable for the use of the Board. Nevertheless, no change was made until the year following.

A curious measure adopted at this meeting was the directing of the secretary to provide refreshments for the members attending the daily sessions. That official complied with the instructions of the Board, and a free lunch of crackers, cheese and ale was furnished, as an additional inducement to members to be present.

The number of important subjects discussed by the Board this year was comparatively large. Among them was the project of establishing a bank, with a view of increasing the very limited banking facilities of the city, which had been found to be too small for its growing wants. It was proposed to capitalize a new institution at \$5,000,000, and the Board passed a resolution favoring its establishment. A committee was appointed to take soundings of the north channel of the harbor, which was still in an unsafe condition, and to devise means for its further improvement. Resolutions were also adopted in favor of the construction of a ship canal around Niagara Falls on the American side. The city council was petitioned to adopt such means as might be necessary for the repairing of the harbor, and two delegates—Thomas Hale and Orrington Lunt—were selected to represent the harbor interest before the national legislature at Washington. These delegates were instructed to secure as favorable action on the part of Congress as might be possible. Credentials were given them by the Board, and their pockets were filled by a complete equipment of resolutions and memorials from the latter body. A convention, consisting of delegates from all the lake States, was held in Detroit, for the purpose of devising some plan for the improvement of the St. Clair flats. This matter likewise was considered by the Board, and delegates were appointed to attend the conference.

At the sixth annual meeting, held in April, 1854, George A. Gibbs was chosen president, and W. D. Houghtaling vice-president, and James E. Dullaba secretary and treasurer. New quarters were secured, at a rental of \$250 per annum, at the corner of South Water

and Wells streets, over the store of Purington & Scranton. A janitor was hired, whose remuneration consisted of being allowed the use of a room rent free. It was voted that the constitution and by-laws, together with the names of officers and members, be printed in pamphlet form. As usual, numerous public questions were acted upon by the Board, as they presented themselves from time to time during the year. An ineffectual remonstrance against the location of the government building was made.

The most important step, and one far-reaching in its effects upon a very vital commercial interest, was taken by the Board this year. The old, cumbersome way of measuring grain in one-half bushel measures had been found utterly inadequate to the growing wants of the constantly increasing grain trade of Chicago. Not only was the process slow and tiresome, but it had been found to be entirely unreliable. The Chicago Board proposed to the Boards of Milwaukee, Detroit, Toledo, and other points where the grain interests were considerable, that they should use their influence to secure such legislation in their respective States as should result in the adoption of a new method of measuring grain, seed, etc., by weight instead of by bulk. It will be seen that to Chicago is attributable the honor of taking this initial step which opened the way for that great improvement of methods of inspecting, grading, storing, transporting and transferring grain in bulk, which has done so much to secure uniformity and to improve the facilities for the transaction of business.

The officers elected at the seventh annual meeting in April, 1855, were as follows:

President, Hiram Wheeler; vice-president, C. B. Pomeroy; secretary and treasurer, W. W. Mitchell. It was resolved to establish a reading room for the use of members, and it was ordered that subscriptions be sent for newspapers from New York, Boston, Montreal, Buffalo, Oswego, Detroit and Cincinnati, and the same be placed and kept on file. The project of constructing the Georgian Bay

canal was probably the most important question which received attention by the Board during that year. Mr. Colbert, in his history of the Board's actions and the final outcome of the enterprise says: "During the summer the project of the Georgian Bay canal was actively discussed, and many arguments and imperative reasons were set forth in favor of its being built. On July 28th, William Bross, of the *Tribune*, addressed the meeting of the Board, representing the advantages to be derived from the proposed canal, and introduced Thomas Steers, of Toronto, C. W., who read a communication from the Board of Trade of that city, setting forth its willingness to co-operate with the Board of Oswego regarding the survey. Mr. Bross then offered a resolution to the effect that the Chicago Board of Trade will co-operate with other Boards favoring any action in the matter."

A committee consisting of William Bross and George Steel went to Canada and advocated the measure. A charter and articles of incorporation were afterwards obtained, but beyond the breaking of ground, and presenting the president of the company with the usual gift, nothing was done, and the subject has almost entirely passed away from the memory of those who were its most earnest advocates.

During this year an effort was made to do away with the free lunch. The number of dead-heads had steadily increased, and not a few members had come to regard the matter of providing a free lunch as a very costly nuisance. A motion was made to the effect that the Board should no longer furnish refreshment. This was not adopted, but a door-keeper was appointed to supervise the lunch table, to see that it was conducted in a more seemly manner.

The Board held its eighth annual meeting on April 7, 1856, at the Tremont House. By this time it had become a well recognized and thoroughly organized institution, and membership in it began to be regarded by most Chicago merchants as desirable. It was no

longer necessary to canvass for new members. At the meeting in question no less than forty-five were elected. The officers chosen were as follows: C. H. Walker, president; G. C. Martin, vice-president, and W. W. Mitchell, secretary and treasurer. From this time forward the sessions of the Board were well attended, and lunch, being found no longer necessary as a drawing card, was abolished. Membership cards were issued, and a regular door-keeper was appointed. The period of verdant adolescence was over, and a new career opened to the organization which, at one time, had appeared to have been on the eve of dissolution. The growing wants of so large a body of members rendered it necessary to look for larger quarters, and on May 1st the Board took possession of new rooms at the corner of South Water and La Salle streets, paying therefor an annual rental of \$1,000.

On October 6th, 122 members were admitted. The question of erecting a building suitable for a Merchants' Exchange was discussed, and a committee was appointed to solicit subscriptions and secure plans. In November following, the members reported to the Board that they had individually purchased a piece of ground at the corner of Clark and Washington streets, for the sum of \$180,000. They offered the land to the Board for the price they had paid for it, and the offer was accepted, on the condition that a sufficient amount of stock could be sold, to raise funds to pay for the land and erect the building. It was found impossible to secure the necessary subscriptions, and the project lay dormant for several years.

The fight between the Welland and the New York and Erie canals was then at its height, and Buffalo was making determined efforts to secure the passage of a bill in the New York legislature favoring the latter route. The Chicago Board of Trade earnestly protested against the taking of such action, and urged all the Canadians then doing business in Chicago to request their correspondents to memorialize the Canadian government to deepen the Welland Canal to an



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extent sufficient to permit the passage of the largest vessels engaged in the carrying trade.

During this year was taken the first step towards defining the various grades of wheat, and regulating the standard of the same. Three standards were established, designated as "white wheat," "red wheat" and "spring wheat." In the light of the more perfect system of to-day, this classification appears extremely crude; yet from it has been developed the modern system of grading and inspecting, with rules so carefully framed that the grades are standard all over the commercial world wherever American wheat is sold.

The ninth annual meeting was held in April, 1857. The balloting for officers resulted in the re-election of Messrs. Walker, as president and Mitchell treasurer and secretary C. W. Noble being chosen vice-president. The number of new members admitted was seventy-three. It having been resolved to employ a superintendent, and the salary fixed at \$1,500 per annum, L. F. Wells was appointed to the position. For several years previous he had been a commercial editor for the daily press, and since 1854 he had published the annual reports of the city trade, commerce and manufactures. The latter was the only compilation of commercial statistics known at that time, having claim to be considered either complete or accurate. He soon made himself felt in the deliberation and policy of the Board. In fact the organization found that his appointment had opened to them a new department of usefulness. He inaugurated the system of gathering, preserving and publishing trade statistics under the auspices of the Board. His first report made its appearance in 1859, and from that day to this the Board of Trade has been the great depository and conservator of information relating to Chicago trade.

The system of lumber inspection was adopted the following summer, and the year was also marked by the admission of sixty new members.

The next annual meeting—the tenth—was held April 5, 1858. The following officers were elected: Julian S. Rumsey, president; C. H. Beebe, vice-president; W. W. Mitchell, secretary and treasurer. The roll of membership at the beginning of the year contained 461 names, and on the occasion of the annual meeting was increased by an addition of twenty-one. In October it was further swelled by an enrollment of thirty new members. The finances of the Board shown, by the treasurer's report, to be in a healthy condition.

An important amendment of the by-laws was adopted at this meeting. It provided that only persons actually residing and doing business in Chicago should trade upon 'Change, or be admitted to membership, and that only members should buy or sell flour, provisions, grain or lumber, or charter vessels, upon the floor.

The inspection of wheat also received attention, and the system then in use was materially improved, through the co-operation of warehouse-men. The schedule of grades was enlarged, and each grade defined more fully than ever before, as regards not only color, but also weight, condition, etc. An inspector of grain was appointed, and given power to appoint assistants who should be under his full control and should have charge of the receiving and discharging of grain at public elevators.

It was in this year (1858), that the Board first began to receive daily telegraphic market reports for the benefit of its members. The estimated cost for that year was \$500.00, which amount was raised by subscription and not paid out of the general treasury. At first, it was determined to secure reports from New York, Montreal, Buffalo and Oswego, but it being found that the cost would exceed the amount subscribed, it was decided to receive reports from New York only.

In October of that year the first public sales of stock took place on 'Change, Messrs. Lee and Armstrong being permitted, by vote

of the Board, to sell stock by auction, after the close of the general session, on two days of each week.

In February, 1859, the Board secured from the general assembly the passage of a special charter, defining its functions more particularly than had been done before by the general incorporation act. The powers conferred upon the organization by this instrument were much more extensive than before, and the authority and efficiency of the Board were correspondingly increased.

Before this time, the body had no power to compel the settlement of a dispute arising between its members by arbitration, or to enforce the award named by the committee, even although the case decided had been voluntarily submitted by the parties interested. As a result, few important matters were submitted, and the decisions rendered were of little effect, either in preventing litigation or in promoting fair dealing. The new charter conferred upon the committee of arbitration the power to administer oaths and compel the attendance, of witnesses in the same manner as justices of the peace, besides giving to its final awards such weight, that, if no appeal were taken, they had the same effect as the judgment of the Circuit Court.

Another important power granted to the Board by the new charter was the right to appoint weighers, gaugers, measurers and inspectors. Certificates or brands of such officers appointed were made legal evidence between buyers and sellers as to questions of quality and quantity of the goods inspected, measured or weighed. In order to facilitate the enforcement of the new power thus conferred upon it, the Board soon afterwards adopted a more comprehensive code of by-laws.

The eleventh annual meeting took place in April, 1859. The old board of officers was re-elected, with the exception that Stephen Clary was made second vice-president, and Seth Catlin succeeded Mr. Mitchell

as secretary. Mr. John S. Newhouse had previously submitted to the directors proposition to lease to the Board of Trade for the term of ten years, at an annual rental of \$1,250, the second story of the new brick building then in process of erection by him on South Water street. The Board accepted the proposition, and took possession of its new hall during that fiscal year. At this meeting the secretary reported a membership of 520, over 100 new members having been added during the year.

During this year a committee appointed by the Board to examine into the condition of the north pier reported it to be "so dilapidated that unless some action was speedily taken, the pier would be totally destroyed and the harbor shut up." It was recommended that sufficient money to make the necessary repairs should be raised by individual subscription of the members. The report commanded general approval, and its suggestions were carried out without loss of time. The sum of \$800 was raised, of which \$700 was devoted to making the repairs necessary.

Reference has been already made to the occupancy of new quarters by the Board during this year. The opening of New Hall. the rooms occurred on the evening of Wednesday, February 29, 1860, and the ceremonies were attended by nearly 500 persons. The president, Mr. Julian S. Rumsey, delivered the inaugural address, recounting the Board's early struggles and setting forth its wonderful progress.

The following interesting description of the hall thus dedicated is taken from Andreas' History of Chicago, vol. ii, p. 333: "The main room of the new chamber was ninety-five feet long, forty-seven feet wide and eighteen feet in height, to which there were two entrances, one at each end of the hall. The ceiling was supported by girders, whereby avoiding the use of columns. Convenient ante-rooms, two at each end, opened out of the main hall, fitted up for telegraphic, wash-room, secretary's office and reading

room. Tables were arranged about the side of the main hall for the display of samples of grain, flour, seeds and other commodities offered for sale. The walls were frescoed, as the *Chicago Tribune* says, 'in a style and on a scale which entirely placed in the shade all other institutions of the kind in the United States.' The various devices were emblematical of the different branches of trade, such as a reaper, a loom, a canal-boat, a cattle-scene, a propeller, etc.

It was in this gorgeous apartment that the twelfth annual meeting was held in April, 1860. The secretary reported a membership of 625, which showed an increase of sixty-five during the month which had elapsed since the Board had taken possession of its new quarters. The following officers were elected to serve for the coming year: president, Ira Y. Munn; vice-presidents, Eli Bates and J. V. Farwell; secretary, Seth Catlin; treasurer, George Watson.

In 1860 the Board took its first concerted action in relieving the wants of sufferers through a public calamity. A considerable sum of money, besides provisions and clothing, was donated by individual members, and sent in the name of the Board to those who had been rendered homeless by the great tornado which had desolated sections of Iowa and Illinois early in June. Rev. Robert Collier was chosen bearer of these contributions.

The delegates to the National Republican Convention, which met in Chicago in May, 1860, were handsomely entertained by the Board, as were also, during the summer and fall, delegation of merchants from Philadelphia, Montreal and Quebec. The hospitality extended to the Philadelphians ultimately proved "bread cast upon the waters," inasmuch as it resulted in the extension of business connections between the Quaker City and Chicago. The visits of the eastern guests were returned, on invitation, by a large delegation of influential members of the Board, besides other prominent citizens. The interchange of visits marked the beginning of closer relations between the two mar-

kets, which, for many years, continued unbroken.

In April, 1861, was held the thirteenth annual meeting, by which time the membership had increased to 775. Inasmuch as the treasurer reported a surplus on hand sufficient to meet the probable current expenses of the year, it was resolved to invest \$4,000 in city or State bonds. The inspector of grain reported 581 cargoes, comprising 8,255,466 bushels, inspected during the year. At the annual election of officers, the following gentlemen were chosen: Stephen Clary, president; Clinton Briggs and E. G. Wolcott, vice-presidents; Seth Catlin, secretary, and George Watson, treasurer. At this meeting the advisability of dredging the harbor to a depth sufficient to remove the bars at its entrance was discussed, and it was resolved that a committee be appointed to take the necessary steps to secure this object.

An important era in the history of the Board was that of the civil war of 1861-5.

The firing upon Fort Sumter aroused the latent patriotism of the people to the wildest pitch. On Wednesday, April, 17, 1861, the following resolution was passed by acclamation: "Resolved that the Board of Directors be requested to purchase an American flag, and cause the same to be hung from the rooms of the Board of Trade, as an emblem of our devotion to the glorious stars and stripes." A flag staff was presented to the Board by Capt. Akhurst, of the firm of Akhurst & Douglas.

On the evening before, a mass meeting had been held at Bryant Hall, where a Union defense committee was appointed. On Friday, April 19, a subscription list was presented on 'Change and \$5,000 obtained from individual members, which was supplemented by a donation of \$5,000 from the Board's treasury. This was the first of a long list of munificent contributions by the Board to the cause of the Union, which increased with every fresh emergency until the close of the war.

It is unnecessary to enter into detail in order to establish the intense patriotism of an overwhelming majority of the members of the Board. They were in earnest sympathy with the government, rejoicing at its success, and outspoken in their condemnation of treason and its sympathizers.

At the date of the fourteenth annual meeting, held on Tuesday, April 8, 1862, the secretary reported 924 members on the roll, being 194 in excess of the membership of one year previous. The election resulted in the choice of the following officers for the ensuing year: C. T. Wheeler, president; Asa Dow and J. L. Hancock first and second vice presidents; Seth Catlin, secretary; and C. L. Wright, treasurer. The treasurer's report showed that of the \$25,000 net receipts of the year \$5,000 had been disbursed for war purposes.

The reputation of Chicago wheat had fallen somewhat below par. While the grades were nominally kept up to the prescribed standard, there had really been a deterioration; in consequence, there occurred a depression in prices, to the great disadvantage of shippers and growers, who had sought these markets. Nor was this the only effect. Much trade was diverted to other points, where grades were regarded as more reliable. During the year 1861 much damp and musty wheat had been smuggled into the warehouses and afterwards sold. To fix the responsibility on any particular class engaged in the wheat trade was by no means easy. Most of the complaints were made against the warehousemen, who, being the last ones to handle the grain, were considered more directly responsible. This discontent finally culminated in open charges of fraud against particular warehousemen, and led to so much criticism by the public press, and so much dissatisfaction among receivers of grain that the Board felt itself constrained to take some action in the premises. In August, 1861, a committee of investigation was appointed and instructed to make a full report as to the facts, and to offer such suggestions

for remedying the evils existing as they might deem practical. At the annual meeting in 1862, the whole subject came up for discussion; both the directors and the inspectors referred to it in their official reports, and the investigating committee submitted its findings.

The chief inspector of grain, Henry Cogger, reported that 90,149 car loads and 2,456 canal boat loads of grain, amounting in round numbers to 40,000,000 bushels, had been inspected in during the year. 362 cargoes, amounting to more than 20,000,000 bushels, had been inspected on board vessels. He attributed much of the trouble which had arisen in grain inspection to the fact that the elevators received wheat of an uncertain grade in bags, but said that the practice had been discontinued.

The directors, in their annual report, briefly considered the subject of the alleged warehouse fraud, and denominated the warehousemen as "a much-abused class of our fellow-citizens." They recommended the report of the investigating committee to the support of the Board. The directors thought the practice of loaning receipts to warehousemen could not easily be abandoned where so large an amount of grain as 5,000,000 was shipped annually.

The special committee appointed, on October 25, to investigate the alleged fraud in the grain trade presented, through its chairman, Mr. Wright, their report. The document stated that a conference had been held between various railroad officials, warehousemen, and members of the Board of directors, and that there seemed to be a desire on the part of all that some efficient means for the suppression of the evils complained of should be adopted. The committee recommended that all grain that was bagged on the track should be refused by the warehousemen. The report stated that the parties in charge of the matter did not regard it as either practicable or desirable that an inspector should be appointed for each warehouse, but that the regular in-



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spectors should reject all grain out of condition, and that upon the discovery of any frauds in the trade, all the facts, together with the names of the guilty parties, should be posted upon the bulletin board of the Board of Trade. The report of the committee was adopted. The evidence taken, which formed its basis, was not submitted, and there appeared to be a tacit understanding on all sides that it should be suppressed. On April 25th the directors passed resolutions with a view to giving force to the action taken by the Board at the annual meeting. No opposition was met with on the part of the warehousemen, who pledged themselves faithfully to observe the new rules.

This would have been the end of the matter, had not the *Chicago Tribune* intimated that the evidence suppressed by the committee was of a damaging character to some of the warehousemen. The latter became intensely indignant, and addressed a communication to the Board demanding a complete investigation, denouncing the *Tribune's* article as injurious to the grain trade of the city, and demanding that the files of that paper be excluded from the reading room, and its representatives from the floor. This communication was signed by the following firms:

Munn & Scott, Hiram Wheeler, Flint & Thompson, Armour, Dole & Co., Munger & Armour, Sturges, Smith & Co., George Sturges & Co., Charles W. Wheeler & Co., and Sturges, Buckingham & Co.

A special meeting of the Board was held on the evening of May 2d, for the purpose of considering this communication, and a long and animated discussion followed the reading of the letter. First it was suggested that the whole matter be referred to the directors, but an amendment was offered by Mr Hough, an elevator man, to the effect that the evidence on which the committee had based its report should be read in full. Notwithstanding the fact that the original motion prevailed, as amended, the chairman

of the meeting, who possessed the only authentic copy of the testimony declined to produce it, on the ground that it would be divulging statements made upon the pledge of secrecy. The warehousemen appeared to consider themselves as amply exonerated by the action taken, and the whole matter was allowed to drop. This meeting was held on the 8th of April.

On the day of the annual meeting came the news of the battle of Pittsburg Landing, which was followed, on April 10th, by a dispatch from General Strong, commandant at Cairo, asking for surgeons, nurses and medical stores. The dispatch was read on the floor of 'Change, and a subscription list at once opened. Some \$500.00 was raised by private contribution and \$2,000 additional was appropriated from the treasury. Mr. Watson, the treasurer, not having that amount of funds in hand on his representative capacity, promptly offered to advance the amount himself.

A special meeting of the Board was held July 2d, when an amendment to the by-laws was adopted, making it the duty of the directors to fix such rates of commission for purchase and sale of property by members as in their judgment should be deemed reasonable. Any member was rendered liable to expulsion who, by either under or over charging, violated the rates so established. A committee of ten members was selected to confer with the directors in reference to the establishment of rates of commission. The special meeting adjourned to July 12th, when the directors and the committee of ten presented their report in the form of a series of resolutions, which were adopted, and subsequently incorporated in the by-laws.

On July 18, 1862, another special meeting was held, at which the following communication was read:

"We, the undersigned members, request you to call, at the earliest day, a special meeting of the members of this Board, to pledge ourselves to use our influence and money to recruit and support a battery, to be

known as the Board of Trade Battery."

This communication was signed by the following well known citizens: M.C. Stearns, I. Y. Muun, G. L. Scott, C. H. Walker, Jr., Flint and Thompson, George Steel, T. J. Bronson, William Sturges, E. Aiken, and E. G. Wolcott.

The special meeting requested was called for the following Monday, and was one of the most enthusiastic held during the war. It was determined immediately to recruit and tender to the government a company of mounted artillery, to be known as the Board of Trade Battery. The term of service was to be three years, unless discharged, and a special bounty of \$60 was to be paid to each recruit, in addition to any sum which he might receive from the government. It was further resolved, that the sum of \$10,000, necessary for this purpose, should be raised, as far as possible, by voluntary subscription, the deficiency, if any should appear at the end of one week, to be made up by levying an assessment of \$10 on each member who had not subscribed that amount or more. The members also pledged themselves that in case any of their employes should enlist in the company to be formed, they should be re-instated in their former position upon their return. It was also resolved that the list of names of all members refusing to pay the war tax of \$10 each should be posted in a conspicuous place during the continuance of the war. There was, however, a proviso added, to the effect that the directors should omit from such list the name of any member who should satisfy them that he was absolutely unable to pay such sum without injury to his family.

Immediately upon the passage of the resolution \$5,121 was subscribed. Nine young men signed the muster-roll, which was placed upon the table. The following were their names:

S. H. Stevens, S. C. Stevens, J. W. Bloom, Calvin Durand, Jr., Valentine Steele, George B. Chandler, A. F. Baxter, H. J. Baxter and J. A. Howard.

Lack of space forbids entering upon a detailed account of the gallant Board of Trade Battery, and also the raising of three other regiments by the Board of Trade, in connection with other organizations and with individuals. An attempt was made to raise what the Board and its associates societies were wont to term the "brigade of three regiments." The regiments were raised and mustered into the service, though they never formed a brigade.

During this year, 1862, there arrived at the port of Chicago the first European vessel that ever reached this port direct. She was the brig "Slepner" from the Norwegian port of Bergen, bringing immigrants and consignments. She arrived under the command of Captain Waage on Saturday evening, August 2d, and caused considerable enthusiasm. The brig was of 350 tons burden, and landed 150 Swedish passengers and one American. As part of her cargo she brought 200 barrels of herring consigned to Swana & Synestvedt, doing business at 115 Kinzie street. On the Tuesday following his arrival Captain Waage was tendered the hospitality of the Board and presented with a congratulatory address.

Mr. Seth Catlin, the faithful secretary of the Board having died January 18, 1863, Mr. John F. Beatty was elected to fill the vacancy on February 26th, following.

Mr. Catlin's death was announced on 'Change, which had been the scene of his unassuming labors for many years. Appropriate resolutions, setting forth the appreciation of his services by the Board and the affectionate remembrance in which he was held by the members, were adopted. The Board also erected a handsome monument over his final resting place in Rosehill.

Mr. Catlin had been the statistician of the Board from the institution of its system of publishing annual statistical reports up to the time of his death, and had won high rank in his profession, by the faithfulness and accuracy of his work. He was among the earliest settlers of

Chicago, arriving in 1836. He inaugurated the popular system of keeping the books of the Board and the publishing of its annual review.

It may be worth while to notice the organization of the Chicago Mercantile Association. This body was composed chiefly of gentlemen who were members of the Board of Trade, and its prominent object was the securing for the merchants and business men of Chicago a more reliable currency than the "wild cat" or "stump-tail" bank notes in circulation during the early years of the war. It was formed in 1862, in pursuance of a call signed by 150 prominent citizens. The first meeting—which was an enthusiastic one—was held on December 7th. The chief aim of this gathering was to influence legislative action upon the subject. The general assembly was about to convene, and the supreme court had decided that the legislature had the constitutional right to amend the banking laws of the State.

Before the first of January, 1863, the Mercantile Association had been formally organized with the following list of officers: President, G. C. Cook; vice-presidents, Fred Tuttle, W. E. Doggett, C. L. Harmon, and J. V. Farwell; secretary, Merrill Ladd; treasurer, H. W. Hinsdale; executive committee, G. C. Wicker, J. V. Farwell, Nelson Tuttle, E. Hempstead, Clinton Briggs, H. A. Hurlbut and H. W. King. Mr. Doggett succeeded Mr. Cook as president in 1864, the secretary and treasurer being re-elected. In January, 1865, Mr. J. V. Farwell was elected to the presidency.

In its efforts to elevate the currency the organization was earnestly supported by the Board of Trade. In April, 1864, a large meeting of Chicago merchants was held and greenbacks were formally adopted as the standard currency and bankers called upon to do the same. The latter manifested decided opposition, but were forced to yield a month later.

Edwin Burnham became president in 1865,

and was followed by Henry W. King in 1866. Mr. King served nearly two years, but the association, having accomplished the main object of its existence, gradually declined, and finally dissolved.

With the growth of the volume of trade, cases involving sharp practice, and even dishonesty calculated to bring the Board into disrepute, became more frequent. Under the rules then existing such complaints had to be brought before the full Board for hearing and action. The result was that it was usually found to be a difficult matter to secure votes enough to expel. In consequence, an amendment to the by-laws was offered, providing that such complaints should be laid before the directors, who should be given power to act in the premises. The amendment it was understood, was not to be acted upon until the next annual meeting.

As a specimen of the character of the complaints made, the two following illustrations will suffice: On March 27th, two cases were brought before the Board, in the first of which it was charged that a member had attempted to insure a vessel after receiving positive information of its loss. The offending firm set up as defense that the application to the underwriter was intended as a joke. The Board set the seal of its condemnation on such feeble attempts at wit by voting for expulsion. The second complaint was against a well known firm, who were charged by a broker with having caused him serious loss through a piece of sharp practice. He had sold them a quantity of grain, which they suspected belonged to one of their debtors. In order to obtain possession of the grain the firm gave the broker their check for the purchasing price, and immediately thereafter stopped payment of the same. Expulsion was voted in this case also.

An addition of 56 members during the year 1862-3 increased the membership to 978 by the time of the fifteenth annual meeting, which was held April 6, 1863.

At this meeting, John L. Hancock was

chosen president, N. K. Fairbank and Charles Randolph first and second presidents, respectively.

The retiring president, Mr. C. T. Wheeler, submitted his annual report, giving the following summary of the financial affairs of the Board: Total receipts, exclusive of war fund, \$33,836.37, total expenditures \$31,832.03. In addition, \$51,365.99 had been collected to aid in the prosecution of the war, of which sum \$36,566.11 had been paid out on order of the war fund committee, leaving in the hands of the Board subject to the committee's orders \$14,799.87. Mr. Wheeler called attention to the rapid growth of the organization, and to the fact that the capacity of the rooms was no longer adequate to its wants. He recommended that steps be taken towards securing a suitable location and erecting thereon, during the ensuing year, a Board of Trade building. He alluded to the many charges of sharp practice and dishonest dealing which had been brought against members, and suggested the adoption of more stringent rules, under which expulsion might be made more summary in the case of a convicted member.

The annual dues were fixed for the coming year at \$10.00.

Following the suggestion of the president, the Board, at a special meeting held March 27, 1863, adopted the following change in the rules governing a trial and expulsion of members: "Any member of the association making a contract, either written or verbal, and failing to comply with the terms of such contract, shall, upon presentation of an aggrieved member to the directors, accompanied with satisfactory evidence of the fact, be suspended by them from all privileges of membership in the association until such contract is equitably or satisfactorily arranged and settled. And it shall be the duty of the Board of Directors to cause to be publicly announced to the association the suspension or restoration of any person suspended under this rule."

The Board continued its munificent con-

tributions in aid of the soldiers in the field and their families at home. The announcement of the death of officers of the Board of Trade regiment were made the occasions of pronouncing fitting eulogies upon the deceased and for the adoption of suitable resolutions of condolence. On June 1, 1864, after listening to an eloquent appeal on behalf of the Sanitary Commission, by Adjutant-General Allen C. Fuller, the Board, in its corporate capacity, gave \$25,000 to aid the commission, to which individual members added \$5,560 by subscription.

On October 18, 1863, President Lincoln issued his call for 300,000 additional volunteers, and ordered that a draft should take place on January 5th, following unless the required number had, by that time, voluntarily enlisted. The Board opened a recruiting office at No. 4 Clark street, and placed in charge two of its members, S. S. Green and Joseph C. Riddle. This action was taken in response to a suggestion from Adjutant-General Fuller, and recruiting was commenced on November 4, 1863.

As had been said by President Wheeler in his farewell address the membership and business of the Board had far outgrown the capacity of its rooms. This fact had become apparent within two years after the ten years' lease had been signed in 1858. In February, 1860, it had been found necessary to make an addition of forty feet on each side of the hall. These additions proved but a temporary relief, and early in 1863 it became apparent that more commodious quarters must be obtained or some restriction must be placed upon the membership. The latter alternative was not to be thought of, and, as a preliminary step, a building committee was appointed, which was instructed to consider the subject and report some plan for building or otherwise securing suitable accommodations. The committee was constituted as follows: N. K. Fairbank, Charles Randolph, James C. Dore, Julian S. Rumsey, Stephen Clary, W. D. Houghtaling and C. T. Wheeler. At



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first the committee supposed it would be possible to form a building organization under the Board's own charter, but subsequent investigation showed both the legality and expediency of such a step to be extremely doubtful. It was accordingly determined that a joint-stock company be formed under the charter of the Chamber of Commerce, the provisions of which were well adapted to such a purpose. No sooner had this conclusion been reached, than subscription books were opened. Seventeen subscriptions of \$500 were obtained on the spot and the whole amount required was subscribed by members and by the corporation within ten days thereafter.

This action on the part of the Board of Trade renders it necessary to explain what the Chamber of Commerce was, what its objects were, and by whom it was organized. It was incorporated by special charter on April 14, 1863, and had partially effected an organization before its interests became merged with those of the Board of Trade. It had not, however, assumed to exercise any of the functions provided for by its charter. The incorporators were: John C. Hilton, T. J. S. Flint, Charles H. Walker, Thomas Harless, Asa Dow, Clinton Briggs, Henry Milward, Thomas B. Taylor, S. M. Johnson, Hugh McLennan, M. C. Stearns, V. A. Turpin, Hugh Adams, Hiram Wheeler, W. F. Coolbaugh, Walter S. Gurnee, Marcus D. Gilman, Myron H. Horton, Potter Palmer, William M. Ross, William R. Arthur, John B. Turner, John F. Tracy, John V. Ayer, David Kreigh, Horatio Reed, of the city of Chicago; F. W. Leonard, and John McIntire, of Pekin; J. M. Rollins, of Quincy; G. B. Stiles, of Dixon; Tobias S. Bradley, of Peoria; N. H. Ridgley, of Springfield, and George Woodruff, of Joliet.

Under the provisions of the special act under which it was incorporated, the organization had the authority to conduct commercial affairs, its powers being similar to those granted in the charter of the Board of Trade, and expressed in similar language.

At the meeting of the incorporators of the Chamber of Commerce, held March 1, 1864, the following officers were chosen: President, R. M. Hough; vice-president, V. A. Turpin; treasurer, J. V. Farwell; directors, John L. Hancock, T. J. Bronson, P. L. Underwood, H. Milward, Lyman Blair, D. Thompson, J. M. Richards, Hugh McLennan, George F. Ramsey, S. M. Nickerson, J. K. Pollard.

The Chamber, after considering the merits of various sites, finally decided to purchase from the First Baptist Church the lot at the southeast corner of La Salle and Washington streets, for \$25,000.

The next question to be decided was the rental to be paid by the Board of Trade. At the meeting held February 26, 1864, it was decided that the sum should be determined by a committee of six, all of whom should be members of both associations, and that, in case of their inability to agree, three referees, not members of either body, should be added to the committee. The rental was to be equivalent to a return of ten per cent. on the cost of such part of the building as the Board might use, and the lease was to be for the term of ninety-nine years. The rental finally decided upon was \$20,000 per year. The total amount of stock of the joint-stock company was fixed at \$500,000, and the work of building was begun early in the spring of 1865.

The sixteenth annual meeting was held on Monday, April 4, 1864. A membership of 1,257 was reported, the year showing an increase of 379. John L. Hancock was re-elected president, and Thomas Parker and C. J. Gilbert vice-presidents. The fiscal affairs of the Board were stated by the president as follows:

Total receipts of the year.....	\$45,908 21
Total expenditures.....	41,909 82
Balance in hands of treasurer....	3,988 39
Balance unexpended in hands of	
war fund committee.....	5,129 79

A subject of vital importance to the business interests of Chicago, as well as to its citi-

zens about large, about this time, was the condition of the currency in circulation in this city. The West was flooded with notes of eastern banks, which were not redeemable at par in "greenbacks" or national bank notes. The evil effects resulting from this circumstance were keenly felt, and the Board of Trade determined to take the initiative in securing a stable and common basis for the transaction of business. At the annual meeting Mr. I. Y. Munn brought the matter to the attention of the Board. He expressed a belief that the volume of "greenbacks" and national bank notes in circulation was large enough to meet the requirements of the legitimate trade of the country, and strongly depreciated any further acceptance of bills of State banks, which he denominated "wild-cat" currency. He offered the following resolutions :

"Resolved, That on and after the first of May next, all transactions by members of this Board shall be in United States legal tender notes and national bank notes, or their equivalent.

"Resolved, That this Board hereby requests the banks of the city to aid it in its efforts to make treasury and national bank notes the basis of all money transactions."

A substitute was ordered by P. L. Underwood to the effect that a committee be appointed to confer with the bankers and merchants in reference to the substitution of national bank notes in place of the heterogeneous currency then in circulation, and that the committee report on the following Monday. This substitute was carried, and a committee was appointed consisting of I. Y. Munn, P. L. Underwood and R. M. Hough, with the chairman as *ex-officio* member, to confer with the bankers.

On the evening of Friday, April 8th, a public meeting was held at the rooms of the Board of Trade, with a view to securing a general expression of sentiment on the subject. All classes of business men were in attendance. An almost unanimous sentiment was expressed in favor of the movement

inaugurated by the Board. The bankers, however, while favoring the principle underlying the Board's action, thought that the first of May was too early a date to adopt the proposed change without serious detriment to trade. A resolution was finally passed, requesting a statement from the bankers as to the time they might consider expedient for the establishment of treasury notes as a basis of business, such statement to be submitted to a meeting to be held on the next Monday evening.

At that meeting, Mr. Munn submitted a statement, the closing paragraph of which was as follows :

"No person doubts the solvency of the New York banks, their securities being amply, always convertible in New York at one-fourth per cent discount, redeemable in Boston, and at that point equal to treasury notes. Your committee are pleased to state that some of our leading bankers have published a card in which they decline to receive the bank notes of Pennsylvania, Maryland, New Jersey, Michigan and all except the State banks of Ohio and Indiana, and believe this step will accomplish much if not all the Board had in view in the commencement of this project; and we fully believe that the day is not far distant when our currency will be, in a measure purified. If Congress had compelled the National banks to redeem their issues at central points, then we should have found no difficulty; and as there has been recently introduced a bill in Congress relating to banks, that may contain this feature, your committee recommend that all further action shall be postponed until we learn the action of the present Congress on this question .

It being apparent from the discussion which followed that a motion for adoption of the report would be overwhelmingly defeated, Mr. Munn, in behalf of the committee, asked permission to withdraw the report, and offered as a substitute the following resolution :

"Resolved, that on and after the fifteenth

of May next, all our transactions shall be based on United States treasury notes or their equivalent."

This resolution was carried with great unanimity, but as the date named drew near, the uneasiness of the bankers as to the probable effect of such action became more and more evident. Moreover, some of the more timid business men became much alarmed by the prophecies of evil to follow. In consequence, the Board was strongly urged to rescind or modify this resolution by extending the time until July first.

Another meeting was held on the evening of April 21st, which was largely attended. A long and thorough discussion of the whole matter was participated in by Messrs. R. M. Hough, N. K. Fairbank, Julian S. Rumsey, I. Y. Munn and J. Young Scammon. Mr. Scammon, after a speech of great length, offered a series of resolutions, which, after some amendment, were adopted. The resolutions as amended read as follows :

"Resolved: That each and every member of this Board of Trade pledge himself to make no business transactions except upon the basis of legal tender treasury notes or their equivalent ; and that he will keep no account with any bank, broker, or banking-house except in legal tender treasury notes or their equivalent ; and that he will not pay nor circulate at par, any money or bank notes which are not equivalent to legal tender notes.

"Resolved: That all bank notes that are redeemed at par in Chicago shall be deemed equal to legal tender notes.

"Resolved: That these resolutions shall take effect and be enforced on the 15th day of May next."

Notwithstanding this action, the banks did not abandon the hope to bring about the postponement, until July 1st, of the establishment of "greenbacks" as a basis of the currency.

At a meeting held on May 9th, they unanimously decided to fix the rate of exchange on New York at $\frac{1}{2}$ of 1 per cent. premium for

miscellaneous currency. They also resolved that on and after the first of July, they would receive and pay out, as par funds, only "greenback" and National bank notes or such other notes as were redeemable in legal treasury notes in the city of Chicago. The action on the part of the banks did not have the effect of inducing the Board to re-open the question. On the contrary 114 members united in the publication of a card, under date of May 9th, declaring that "on and after the fifteenth, they would base all transactions, either buying or selling, on legal tender treasury notes, or their equivalent." The result of this determined stand was to cause the banks to give a reluctant acquiescence in the measure, and on May 12th, there appeared in the public press a notice signed by twenty-six of the leading public and private bankers to the effect that "on and after Monday, May 16, 1864, we will receive on deposit at par and pay out at par only legal tender treasury notes, National bank notes, and notes of such other banks as redeem at par in the city of Chicago." The railroad and express companies followed suit, and on the date last named the city of Chicago, for the first time in its history, conducted its business upon the basis of the National currency. The triumph of the Board of Trade was complete, and its victory over the combined money-lending power conclusively showed its controlling influence over the commercial interests of Chicago.

Other matters discussed and acted upon by the Board during the year were as follows:

A meeting of a joint committee of members of the Board of Trade and the Milwaukee Chamber of Commerce was held on May 24, 1864, at which uniform rates of commission and brokerage on the purchase and sale of all commodities dealt in by members of either association was adopted. On January 6th, 1865, the project of building a ship canal around Niagara Falls on the American side was discussed, and resolutions favoring the plan were adopted. On February 8th, the Board passed a resolution recommending

legislation to enable the city of Chicago, in connection with the Board of trustees of the Illinois and Michigan canal, to undertake the task of purifying the Chicago river by means of enlarging the canal. In compliance with the request contained in the resolution the legislature passed an act, which was approved February 16th, under which a Board of commissioners was appointed by the city, money was borrowed, and the improvement contemplated was ultimately completed.

An increase of 205 members during the years 1864-5 had swelled the roll to the total of 1,462 by the date of the seventeenth annual meeting, which was held April 10, 1865.

The election of officers resulted in the choice of Charles Randolph for president, Thomas Maple and John C. Dore for vice-presidents. The following financial report was presented:

Total receipts of the year	\$59,999.15
Balance on hand in the beginning....	59,790.58
Disbursements for war fund.....	12,427.57

The report of the president contained the statement that the war fund had been exhausted, and that the committee found itself compelled to look to the Board for funds necessary to be spent in aiding the families of absent soldiers and in other objects connected with the war, to which it was pledged. These requirements, the president said, together with the prospective increase in current expenses due to the coming occupancy of the new rooms leased by the association, had induced the Board of directors to increase the annual dues from \$10 to \$25. Speaking of the business of the year then just closing, he said:

"In the early part of the past season, large profits were realized from nearly all classes of trade, but later, business became embarrassed, in consequence of greater fluctuations having occurred in prices of the leading articles of merchandise than ever before, the rates of premium on gold having declined from 192 to 47 per cent, within the past eight months, rendering many invest-

ments unprofitable. And yet, a greater amount of business has been transacted on the Board than in any previous year since its organization. In view of lower prices prevailing, and with the present prospect of an early and permanent peace, many of our merchants have made great sacrifices, in order to reduce stock and prepare themselves for any emergency that may arise. And yet, nearly every member has met his obligations promptly, and no important failures have transpired during the season."

The report of the secretary contained the following interesting paragraph regarding the mania for speculation:

"It is true that speculation has been too much the order of the day, and buyers and sellers of 'long' and 'short' and 'spot' have passed through all the gradations of fortune, from the lower to the higher round, and in many instances have returned to the starting point, if not a step lower; but it is to be hoped that, with the return of peace, this fever of speculation will abate, and trade will be conducted on a more thoroughly legitimate basis."

A special meeting was held October 24, 1865, at which some amendments to the by-laws were adopted together with a new code of general rules. The duties of officers and the rights of parties on time contracts were more specifically defined. The arbitration committee had its powers and duties enlarged. Dealing in "futures" was, under the new code of rules, recognized as entirely legitimate, and regulations were established for its unrestricted prosecution, which covered the conditions of calling for margins on the same. The sale of "privileges," better known as "puts" and "calls," was frowned upon in the following language:

"The privileges, bought or sold, to deliver or call for grain or other property by members of the association, shall not be recognized as a business transaction by the directors or committee of arbitration."

A commercial visit was made by delegates from the Boards of Trade of various western



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cities to Boston in June, and in July a delegation attended the National commercial convention at Detroit.

In January, 1866, the Board memorialized Congress for additional protection on the shipping interests on the great lakes, and in March for the passage of the National Bankrupt Act, then pending.

On September 11, 1864, was laid the corner stone of the new Chamber of Commerce building. The ceremony, which was conducted according to the Masonic ritual, was the occasion of the largest parade of members of that order ever seen in Chicago up to that time, and was witnessed by an immense throng, which filled the public square around the court house and crowded the roofs of the surrounding buildings. The stone was laid by the Most Worshipful Grand Master of the Grand Lodge of Ancient, Free and Accepted Masons of the State of Illinois, Hon. Thomas J. Turner.

The building was completed in August, 1865, and the Board of Trade took possession of its rooms therein on the 13th of that month.

It was constructed of cut stone (Athens marble) on the three sides fronting north, east and west, and of brick on the south side which faced Calhoun Place. The facade on Washington street had a frontage of ninety-three feet, the depth on La Salle street and Exchange Place was one hundred and eighty feet. The main entrance on Washington street opened upon a corridor on the ground floor, sixteen feet in width, running through the centre of the building from north to south, from which opened, on either side, entrances to various business offices which occupied the first story. Underneath the ground floor was a high and well-lighted basement, also fitted up for offices, with street entrances on the sides of the building. The facade above the first story was divided into three parts by large quoins, projecting bodily from the wall line. The middle space was a circular-topped triple

window of plate glass, thirty feet high and twelve feet wide, with architraves and ornamented keystone, and the side spaces had each two windows, similar in style of ornamentation but of smaller dimensions. There were also side entrances to the building from La Salle street and Exchange Place, which led to the main corridor and to the stairways of the second story. The whole building was surmounted by a Mansard roof, the extreme height of which was twenty-three feet above the cornice and ninety-nine feet from the basement floor. The design was not strictly in accordance with any known style of architecture, the æsthetic element in art being kept in subordination to the practical uses for which the building was planned, and restricted by the economical limitation to the cost of the proposed structure. It was, however, when finished, with one exception, the most pretentious and substantial edifice in the city, and though severely plain in its outward adornments, was symmetric in its proportions, massive in style and an ornament to the growing city.

The Board of Trade occupied the entire second story, the approaches to which consisted of three iron stairways, two at the northern and one at the southern end of the building. The offices occupied thirty-five feet across the southern end. The dimensions of the hall used for daily sessions and annual meetings were, one hundred and forty-three feet in length, eighty-seven feet in width, and forty-five feet in height. On a dais at the northern end of this enormous room stood the president's desk, and a balcony, or visitors' gallery, stretched across the southern extremity. Ten windows on each side and five on the northern end of the hall furnished abundant light.

The ceiling and walls were handsomely painted in fresco, the designs being illustrative of commerce, agriculture, manufactures, etc. Heat was supplied by steam, and light

* Andreas' History of Chicago, p. 358, vol. II.

for evening sessions by ten large reflectors suspended from the ceiling. The site and building together cost nearly \$490,000. The work of construction was thoroughly done in every particular, the several contractors being: Architect, Edward Burling; draughtsman, E. Baumann; carpenters, Warwick & Cassidy; masons, Carter Brothers; plasterers, Doyle & Johnson; painters, Milligan & Heath; heaters, Murry & Gold; decorators, Jevne & Almini; iron work, F. Letz; gas fitter, J. Scanlan; plumber, John Hughs; roofer, W. Clark; stone cutters, Wenthe & Moessinger, E. Walker, J. L. Brainard & Co.

The occasion of the occupancy of these elegant quarters by the Board was celebrated on a scale theretofore unprecedented in the history of the city. Three days were devoted to festivities, the program being as follows:

On Wednesday, August 30th, inaugural ceremonies in the new hall, and a concert given in the evening at Crosby's Opera House. On Thursday, there was an excursion on the lake, on the steamer "Planet," and a banquet in the hall in the evening. On Friday, committees escorted the visiting delegates to various places of interest in and around the city, and the day closed with a ball at the Chamber of Commerce.

Delegations came from Portland, Boston, New York, Philadelphia, Pittsburgh, Baltimore, Cincinnati, Cleveland, Toledo, Detroit, Albany, Troy, Oswego, Buffalo, Canada, Milwaukee, Louisville, St. Louis, Indianapolis, New Orleans, Memphis, Natchez and Cairo — the aggregate number of invited guests exceeded six hundred.

The order of exercises at the inaugural ceremonies consisted of prayer by Rev. O. H. Tiffany, an address by Charles Randolph, president of the Board of Trade, and responsive addresses by visitors from Portland, Boston, Cincinnati, Oswego, Philadelphia, Detroit, Louisville, St. Louis, Indianapolis, New Orleans, Memphis, Troy and Hamilton, Canada.

Receptions were given to the three Board of Trade regiments and to the Board of Trade Battery, upon their return from the war. Speeches of welcome and congratulation were made by Murry Nelson, Governor Oglesby and Senator Yates on the occasion of the reception tendered the Eighty-eighth and Eighty-ninth regiments. Responses were made by Sergeant John Cheevers on behalf of the Eighty-eighth and by Colonel Charles T. Hotchkiss for the Eighty-ninth. Banquets were given to both regiments; to the Eighty-eighth at Metropolitan Hall, and to the Eighty-ninth at Soldier's Rest. The Hundred and Thirteenth regiment arrived too late in the day to be received on 'Change, and a reception was given them at Metropolitan Hall. Refreshments were served and welcoming speeches and responses were made by Murry Nelson, President Randolph, Vice-Presidents Maple and Dore, Rev. C. H. Fowler, Col. John L. Hancock and Judge J. B. Bradwell. The Board of Trade battery was met by the reception committee of the Board at Michigan City, and welcomed home at three o'clock in the morning with music and firing of artillery, and thousands of people who had waited all night in the street, lifted up their voices in shouts of congratulation. At noon the next day a reception was given to the battery on 'Change. Addresses of welcome were made by President Randolph and Col. John L. Hancock; responses by Captain George I. Robertson, Lieutenants J. H. Stephens and T. D. Griffiths, Sergeants Durand and Adams and Privates Odell and McClellan.

On motion of P. L. Underwood, "all the boys who have honorably served in the battery were elected honorary members of the Board of Trade of Chicago." A banquet was given the battery in the evening at Metropolitan Hall. A reception and banquet were also given to the Seventy-second regiment at Bryan Hall by the Board. Before the year closed the Board concluded its patriotic work by bringing the remains of the

members of the battery who had fallen in battle from their graves in the South and placing them in a tomb at Rosehill.

The eighteenth annual meeting was held April 2, 1866, the roll of members showing a decrease of sixty-one during the year, having fallen to 1,401, partly in consequence of the decreased assessment. John C. Dore was elected president, P. L. Underwood and E. W. Densmore, vice-presidents. For the first time since the Board was fairly established, the treasurer's report showed a serious deficit due to the extraordinary expenses incurred in opening and furnishing the new hall, and the reception to the returning soldiers and other disbursements consequent upon the war. The financial report shows the following condition of the treasury:

Total receipts from all sources.....	\$ 74,129.39
Total expenditures.....	76,035.86
Liabilities outstanding were:	
Due the treasurer for advances.....	2,569.75
Due Chamber of Commerce one quarters rent to April 1st	5,000.00
Due proportion of heating expenses to Apr. 1	1,200.00
	<u>9,769.75</u>
Cash in hand of secretary	663.28
Net deficit.....	8,106.47

The principal items of extraordinary expenses which had brought the Board in arrears were:

Expenses incurred on account of regiments and battery	\$ 3,692.75
Reception of regiment and battery	2,427.50
Expenses bringing home, and funeral of, mem- bers of the battery	2,349.96
Curbing and improving cemetery lot.....	1,033.00
Total war expenses.....	<u>\$ 9,503.21</u>
Furniture for new hall and offices.....	7,915.67
Expenses of opening new hall	\$ 19,807.45
Less collected from tickets and sub- scriptions	15,566.00
	<u>4,241.45</u>
Expenses attending ceremonies of respect to the late President Lincoln, draping hall, etc.	217.45

Another decrease in membership had occurred by the time of the nineteenth annual meeting which was held on April 8, 1867, the membership reported being 1,259, or 143 less than on the date of the preceding annual meeting. The officers elected were: President, Wiley M. Egan; vice-presidents, Lyman Blair and C. B. Goodyear. The total

receipts and disbursements with the deficit are shown below:

Actual indebtedness at the beginning of the year	\$9,212.19
Total receipts	97,864.69
Total disbursements, including payment of the old deficit.....	\$6,693.74
Net deficit	1,829.05

The president announced that the annual assessment for the coming year had been fixed by the Directors at \$35.00.

During the previous year the legislature had passed an act known as the warehouse bill, some features of which were exceedingly obnoxious to the Board of Trade. It defined the selling of futures, unless the grain sold was actually owned by the parties selling at the time of making the sale, as gambling. The bill was a prominent topic of discussion at this annual meeting. Under the law, this sort of dealing was made a misdemeanor, and punishable by a fine which the members regarded as excessive, especially in view of the fact that the selling and buying of futures constituted more than one-half of the total volume of business on 'Change. The aim of the legislature had been to eliminate what was acknowledged to be an evil, but in the opinion of the Board the remedy threatened to seriously cripple legitimate trade. Besides this, the rules of the Board specifically recognized such speculative trading as being entirely legitimate. Nevertheless, the Board did not deem it consistent with its dignity to defy and ignore the law until its constitutionality had been passed upon, or at least until legal advice had been sought upon the subject. Accordingly it was determined to obtain a written opinion from Messrs. Arrington & Dent, counselors at law, as a preliminary to future action. They submitted to the Board a lengthy opinion two months later. They advised their clients that the section prohibiting gambling sales was unconstitutional and void as far as the Board was concerned. Fortified by this opinion, members went on buying and selling futures, calling on customers for margins and bringing delinquents

before the Arbitration Committee precisely as before. In other words, they treated the law as if it were a dead letter.

However, the law makers had incorporated in the act a provision to the effect that any person prosecuting and convicting offenders should, as a reward, be entitled to one-half of the fine imposed and collected. This provision brought forward a champion in the person of Daniel A. Goodrich, who opened a vigorous war upon dealers in option. By profession he was a lawyer, being the senior partner in the firm of Goodrich & Moulton. He was not a member of the Board, but gained admission to the room by means of a visitor's ticket. On Saturday, August 10th, members were astonished to see appear upon the floor of the chamber a constable armed with warrants for the arrest of nine of their number on charge of gambling. Mr. B. P. Hutchinson—in latter years known as "Old Hutch"—offered to aid the constable in the discharge of his duty by calling together the members named in the warrants, if the officer would confide the information to him. The constable, who was by this time surrounded by nearly all those who were on the floor, proceeded to call upon the accused parties to come forward. Several of them answered to their names, viz.: Charles B. Pope, B. P. Hutchinson, John J. Richards, William J. Schiek, Howard Priestly, A. Eichpold and Don Carlo Seranton. The party started for the North side in carriages amid the wild cheering of those whom they left behind. Several of their friends accompanied them, and it was not long before the whole party found themselves in the office of the justice of the peace. Here Mr. Goodrich, the complaining witness, was made the object of not a few sarcastic observations, to which he made no reply, except to assert that his only object was to vindicate the law. The seven alleged gamblers were bound over to the Recorder's Court, the bail bonds of each being signed by his fellow delinquents. Later in the day E. K. Bruce, C. B. Good-year, George J. Brine and George M. How,

were arrested and taken before the justice, where they also furnished bonds to appear for trial in the Recorder's Court. Mr. Brine requested that Mr. Goodrich, the complainant, should also be held in bonds of \$3,000 to appear in the same court on the same day as a witness. The request was granted.

On August 14th, the Board held a special meeting to consider the arrests and take such action in the premises as might be deemed advisable. Mr. Charles Randolph offered a series of resolutions, which, after amendment, were adopted. They declared, "that the members could see no wrong in, and recognized no moral difference between transactions on 'Change and other transactions where property was delivered at the time of sale, and that the Board would in future, as in the past, stamp with its condemnation and disapproval any and all acts of the members not in accordance with the recognized principles of commercial integrity." A request was made that the directors procure counsel for the defence of the arrested members. The cases were never tried, owing to the inability of the prosecutor to furnish the \$3,000 bonds to appear as a witness.

No further attempts were made to enforce the gambling section of the law. The courts, indeed, decided that it was constitutional, but, by general assent, it was considered unwise in its spirit, and so at the next session of the general assembly it was repealed.

An interesting decision was rendered by the supreme court of the State during the year in reference to the power of the Board to suspend members. One James B. Page had sold a quantity of corn to the firm of Stevers & Brown, who were also members, to be delivered at the option of the seller, at any time during the month. Corn materially advanced and Page offered to settle the contract by paying \$500, the offer was accepted and Page gave Stevers & Brown, \$100 in cash and a demand note for \$400. He having failed to meet the note Stevers & Brown lodged a complaint with the Board of



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directors, to whom Page acknowledged his indebtedness but plead inability to pay, whereupon he was suspended. He at once instituted proceedings in the circuit court to compel the Board to reinstate him. He set up the plea that at the time of making the sale he had no corn, and that therefore the transaction was illegal under the terms of the warehouse act. Being defeated here, he appealed to the supreme court where the decision of the lower court was sustained, although the tribunal did not, as has been expected, pass upon the constitutionality of the law.

On February 5, 1866, a commercial convention was held in Boston pursuant to a call issued by the Boston Board of Trade, which was attended by delegates from every large city in the country, Chicago being represented among the number. The following topics were considered:

First, The improvement of inland transportation, including rivers and canals.

Second, The restoration of our foreign trade and shipping interests, including the organization and subsidy of ocean steamship lines.

Third, The relief of our manufacturing and other great producing interests by reducing the burden of taxation.

Fourth, The adjustment of the National finances and currency upon a basis more favorable to stability in values and the free movement of capital.

Fifth, The adoption of the central, or some other uniform system, for the measurement of grain.

Sixth, The speedy construction of the Northern Pacific Railroad.

Seventh, The organization of a National Board of Trade.

To the above was added, by a special resolution of the convention.

Eighth, The agriculture and manufactures of the country and the promotion and protection of these great national interests.

It was determined to organize a National Board of Trade, and the convention ad-

joined, a subsequent session to be held in Philadelphia the following year. One important act of the body, however, was the resolve to memorialize congress to legislate upon these topics in a way satisfactory to Western interests.

The twentieth annual meeting was held on April 6, 1868. Thirty-five members had dropped out during the year leaving the membership 1,124. Two tickets were placed in the field headed by E. V. Robinson and J. M. Richards, respectively, and the election was one of the liveliest ever held. It resulted in the choice of E. V. Robinson as president, by a vote of 376 to 361; E. K. Bruce and J. G. Cole were chosen vice-presidents; John F. Beatty, secretary and George F. Rumsey, treasurer. The finances of the Board were thus summarized by the directors:

Total receipts for the year.....	\$102,200.18
Total disbursements, including payment of deficit of year before.	86,974.60
Balance on hand ...	15,225.58

Of the total receipts, \$7,538.56 was derived from grain inspections, the expense of which had been \$42,053.64 and the receipts \$49,592.20.

Inasmuch as there was a surplus in the treasury, it was deemed sound policy by the directors to reduce the annual membership fee from \$35.00 to \$30.00.

The directors were authorized to make nomination for delegates for the meeting of the National Board of Trade to be held in Philadelphia, the number of nominations to be twice that of the delegates to be chosen.

A convention of vessel men had been in Cleveland to consider the best mode of correcting discrepancies in weight on cargoes of wheat, as shipped from Chicago elevators and as received at the ports of destination in the east. This convention had recommended that Boards of Trade be urged to appoint weighers who should be charged with the duties of weighing all cargoes of grain in and out of the vessels carrying the same. At this annual meeting, the Board, on motion

of Murry Nelson, appointed a committee of fifteen to consider the matter and report at a subsequent meeting. The committee was composed of three shippers, three elevator owners, three bankers, three carriers, and three grain receivers.

At a special meeting held April 14th, majority and minority reports were presented by the committee. The latter, signed by H. K. Elkins and R. P. Richards, recommended that weighers be appointed whose duty it should be to protect shippers as to the quantity carried as thoroughly as they were in the matter of quality by the system of inspection. The majority report was signed by B. P. Hutchinson, Charles Randolph, C. S. Hutchins, J. W. Preston, S. H. McCrea, Ira Y. Munn and T. N. Bond. These gentlemen did not consider it expedient that the Board should assume the appointment of weighers at elevators; on the other hand they recommended that the vessel interests of the city appoint such weigh-masters at each elevator under their own auspices.

Another topic considered at the annual meeting was the question of erecting a soldier's monument, and the following resolution was adopted with but one dissenting vote:

Resolved, That the Board of directors be requested to set apart from the funds now in the treasury the sum of \$5,000, to be paid over to a committee to be appointed, two from this Board and three from the citizens or other organizations, when other subscriptions to at least the same amount are collected by said committee. The said committee of five to be empowered to appropriate such funds to the completion of a monument upon the grounds indicated by the proposition of the Rosehill Cemetery Company, to the Board, on the 14th of November, 1863; provided that no money shall be expended by such committee for personal services of themselves in connection with the erection of said monument.

A new Committee on cemeteries consisting of Messrs. J. W. Preston, George Field and S. H. McCrea was appointed at a subsequent meeting.

The year 1868-9 will long be remembered as a year of "corners". Prices, under skillful management were forced up far beyond

their natural level, to the great pecuniary embarrassment of numerous short sellers. During the earlier part of the year, scarcely a month elapsed without a "corner" being formed. There were no less than three in wheat, two in corn, one in oats, and one attempted in rye, and one of unusually large proportions was threatened on provisions. That in wheat was the most successful, prices advancing from \$1.77 on June 1st to \$2.20 on June 29th. Immediately after the collapse of the corner, prices declined to \$1.85, and the cereal steadily declined for several weeks thereafter.

The result of these successful attempts of manipulation was to induce the Board to pass a resolution on October 13th, providing for the expulsion of members engaged in corners, under the letter of the rule defining that the transactions were considered improper and fraudulent. Not long after the adoption of these resolutions a successful attempt was made to corner No. 1 corn which sold at the beginning of November for 77 cents per bushel and on the last day of the month for \$1.08. Many leading firms whose credit and business reputation were beyond suspicion were more or less heavy losers. Contrary to the expectation, however, they refused to settle. Among them were the houses of Murry Nelson & Co., W. H. Lunt, Eli Johnson & Co., and Spruance, Priestly & Co., who resolved to lay the question before the Board of Arbitration as a test case. Accordingly the firm of Priestly & Co., the engineers of the corner, brought a case, under the rule, against Murry Nelson & Co.

The latter firm had sold 5,000 bushels of No. 1 corn at 78 cents per bushel. At the end of the month they found it impossible to purchase corn except from the complainants, who held the same at \$1.08. The offer was made by Nelson & Co., to settle at the rate of 90 cents per bushel, which was rejected by the purchasers. The Board of Arbitration rendered a decision against Nelson & Co., and notified that firm

that unless they settled with Priestly & Co., in full within ten days they would be suspended from the privileges of the Board. Before the expiration of the ten days named Nelson & Co., obtained from the Circuit court an injunction restraining the Board, its president and secretary, from proceeding further with the expulsion threatened. The court held that the resolution quoted above did not so amend the rules of the Board as to take away its right to expel or suspend members for violation of contract.

The close of the year was marked by the formation of a corner in pork which resulted in forcing the price of mess pork as high as \$24.00 per barrel in December, at the same time, lard was largely sold from 13½ to 14 cents per pound. A still further advance was made, and contracts for December pork were settled on January 1, 1869, at an average of \$31.56 per barrel, after which quotations rose to \$33.00 in January, \$33.25 in February, and \$32.25 in March; lard advanced 17 and 18 cents in January, and the range of prices for the succeeding three months was 18 to 20½ cents per pound.

This proved to be "the straw that broke the camels back." The short seller, who had suffered through such manipulation of the market, was convinced that such tactics were entirely out of the legitimate range of trade. In consequence, the Board, in revising the by-laws at the close of the fiscal year, adopted the following rule:

Rule XIII—Whenever any member of this Board shall claim that the fulfillment of his contract is interfered with by the existence of a "corner" the President of the Board shall, upon application of any party to such contract, appoint a committee of three disinterested members of the Board, who shall decide as to the existence of a "corner," and if they find that the corner existed at the time of the maturity of the contract, such contract shall be settled on the basis of actual value as compared with other property of the same kind, but of a different grade in this market, and with property of the same grade in other

markets—such value to be ascertained, as near as may be, and the price to be fixed, by a majority of such committee.

The following year, 1869–70, witnessed an increase of sixty-three in the membership of the Board. On the date of the twenty-first annual meeting, Monday, April 5, 1869, the roll had been swelled to 1,287 names. J. M. Richards was elected president; S. H. McCrea was chosen first vice-president. For the office of second vice-president no candidate received a majority of the votes cast, and there was consequently no choice. Charles Randolph was chosen secretary, to succeed John F. Beatty, who resigned the office. L. V. Parsons was elected treasurer.

The financial report was thus summarized:

Total receipts from all sources...	\$95,502 73
Total disbursements.....	95,271 66
Surplus assets.....	17,213 35

The cost of grain inspection during the year was \$46,147.89; the receipts from the same source amounted to \$47,370.50. Among the unusual items of expense were the following: Repairs of hall, \$7,628.80; assessments on account of National Board of Trade, \$14,892; legal expenses, \$456.50; appropriation towards paying part of the cost incurred by the Packers' Association in investigating Texas cattle disease, \$750.

The initiation fee was raised to \$25.

During this year the antagonism between the elevator and the grain interests became more pronounced than ever before. The latter was mainly represented through the Board of Trade, nearly all the receivers, shippers, and dealers in grain being members of the organization. The cause of these parties found a champion in the public press, which devoted no little space to the publication of their grievances. At this time the elevator business was practically conducted without any legal supervision, the result being a constant series of disputes between the elevators and inspectors, receivers and shippers. Those engaged in the business of forwarding grain complained of

irregularity in the issuance of warehouse receipts and other evils existing in the warehouse system. Accordingly the Board of Trade appointed a committee to inquire into the whole matter and report thereon. On January 21, 1870, the report of this committee was submitted. Its recommendations were evidently intended to form a basis for compromise between the conflicting interests. It met with general approval and was adopted three days after its presentation. A fortnight later, in accordance with the suggestions of the committee, a plan for the registration of receipts and the prevention of over issues was adopted by the Board and laid before the warehouse men for their approval. The latter declined to accept the proposition, and another basis of compromise was submitted by the Board, to be again rejected. The consequence was that the year closed with the organization and the elevator men in a position of direct antagonism to each other; nor did there appear to be any prospect of reaching a satisfactory settlement without the intervention of the law-making power.

The twenty-second annual meeting was held on Tuesday April 5, 1870. One thousand eight hundred and forty-eight names were on the roll, being fifty-five more than at the beginning of the previous year. S. H. McCrea was elected president; B. F. Murphy and P. W. Dater, vice-presidents; Charles Randolph secretary, and George Sturges treasurer.

The following summary of the fiscal report was given:

Total receipts.....	\$93,434.55
Total expenditures.....	94,635.72
Excess of expenditures.....	\$ 1,201.17
Assets in bonds and cash.....	13,945.43

For the first time in several years the grain inspections' account showed a deficit, the receipts having been \$40,267.20 and the expenses \$46,036.50. The sum of \$3,000 had been paid on account of the soldiers' monument; repairs had been made to the hall, and \$3,688.43 had been devoted to legal expenses in defending suits against the

Board; the assessments of the National Board of Trade, together with the expense of delegates to its annual meetings, had been \$1,092.00.

The Board, by vote raised the initiation fee at this meeting to \$50.00.

The intense feeling upon the elevator question resulted in placing in the field, at the annual election, two opposing tickets, known respectively, as "warehouse" and "anti-warehouse." The elevator interest put forward J. S. Rumsey as candidate for president, who polled 381 votes to 489 cast for his successful opponent Mr. McCrea.

A resolution was adopted, providing for a thorough revision of the existing rules regulating the packing and inspection of provisions, through a joint committee, consisting of three members of the Board of Trade, three from the Pork Packers' Association and three buyers of provisions, which after consideration of the matter, was to submit the proposed rules to the Board for adoption. The committee performed the duty with which it was charged and well defined rules were the result. The difficulty between the warehouse men and the grain interests still continued, and one of the first acts of the legislature which convened in January, 1871, was the consideration of an act for the regulation of public warehouses and the inspection of grain. The Board's fiscal year, however, closed with the act not yet passed.

On Monday April 3, 1871, the twenty-third annual meeting was held. The membership reported was 1,272, seventy having dropped out during the year. The following officers were chosen for the coming year: J. W. Preston, president; C. E. Culver and W. N. Brainard, vice-presidents; Charles Randolph, secretary, and Olson Smith, treasurer.

The Board of directors submitted the following summarized statement of receipts and disbursements during the year:

Total receipts from all sources.....	\$106,804.00
Total disbursements.....	104,347.00
Assets on hand.....	16,402.00

The net income from inspection of grain was stated at the handsome sum of \$9,299.



John Williams

THE LIBRARY

Among the expenditures was the last item of war expenses, being the balance due on the soldiers' monument, \$1,221; besides disbursements incident to the meeting of the National Board of Trade, \$736.00. The directors reported having received \$3,000 from the sale of visitors' tickets, the issuance of which had been authorized the previous July. Membership dues for the year were fixed at \$30.00.

The controversy between those engaged in the receipt and shipping of grain on the one hand, and warehouse men on the other, was mentioned in the directors' report, the following extract from which is of interest:

"The subject of the transportation and handling of grain, which has more or less been a subject of discussion for several years past, had engaged the attention of our directors; and as the newly-adopted Constitution of the State seemed to call for some legislation on those subjects, they, in conjunction with the commission appointed to revise the statistics, had reported two bills for submission to the legislature, the one having reference to the duties of railroads as carriers of grain, and the other with reference to the duties of those engaged in storing the same. The former is pending in the legislature, with the approval of the committee on railroads, without essential modification, and it is believed, will become a law, before the adjournment of that body; the latter amended by the committee to whom it was referred, and with some alteration, concurred in by the directors of this Board, has passed the House, and will no doubt meet the approval of the Senate at an early day. The modifications in the original draft of the bill, are not, in the judgment of your directors, improvements, but it is hoped that they may not seriously injure or inconvenience the trade of the city. By the provisions of the bill, as amended, the inspection of grain is to be controlled by the State, and this Board will, if the bill becomes a law before the vacation of the legislature, be relieved of this care and responsibility on the 1st of July next. If this branch of business be as well done as heretofore, we shall be well satisfied. The responsibility in this regard has been very great, and no subject has engaged the attention of the officers of the Board more carefully and vigilant than this. That entire satisfaction could be given was not to be expected; that the best efforts of the Board have been given to perfect the system, none will deny."

At this meeting was submitted the report

of the delegates to the last session of the National Board of Trade which had been held in Buffalo on December 7-12. The delegates were P. W. Dater, V. A. Turpin, J. G. Guthrie, R. Prindiville and Charles Randolph. The following is a list of the topics discussed:

1. Giving of "clean" bills of lading for grain in bulk by railroads.
2. The adoption of the central system of weights and measures. [Approved and recommended.]
3. The selling of cotton in bale less actual tare.
4. The abolition of all laws, State and municipal that restrict inter-state commerce.
5. The establishment of a department of Commerce by the General Government.
6. The immediate and unconditional repeal of the franking privilege.
7. A revision of the tariff and the reduction of duties to a revenue standard.
8. Civil service reform.
9. Direct importation to inland cities of the country.
10. Postal steam service.
11. Early return to specie payment.
12. Abolition of all usury laws.
13. Improvement of river navigation by the General Government.

The warehouse act was finally passed by the legislature, providing for the appointment of The Warehouse Law. a registrar whose duty it should be to exercise a general oversight over public elevators. The warehousemen regarded the powers conferred upon this official as being autocratic, and determined not to recognize the law until its validity had been tested in the courts. Legal advice was also sought by members of the Board of Trade who were interested in the enforcement of the law. The counsel consulted by the latter differed in opinion from the advisors of the elevator men. The Board of Trade lawyers, Messrs. Hitchcock, Dupee & Evarts, rendered an opinion sustaining the constitutionality of the act.

On the other hand the warehousemen were advised that those sections of the law fixing their rate of charges, as well as some other portions of the act affecting their business, were arbitrary, unconstitutional and void. Acting upon this advice, the owners of elevators declined to receive grain, except by special request of owners, until the matter had been decided by the courts. The judicial tribunal before which the question was brought upheld the validity of the law. At the hearing of the case gross attempts at fraud on the part of individuals identified with the elevator business was shown. The result of the court's decision was to put the law into full effect.

The first warehouse commissioners appointed under the new act were Gustavus Koerner, of Belleville, David Hammond, of Chicago, and Colonel Morgan, of Bloomington. An office was opened August 1, 1871, but owing to the position taken by the elevator men, little effort was made to ascertain the amount of grain on hand in the warehouses until the following October. An account of all the warehouse receipts issued was to be kept by the registrar, for the reason that such paper was difficult to negotiate unless it bore his certificate as to its correctness.

It was thought desirable by those having grain in store that the quantity should be learned by actually weighing the same, in order that an accurate account of the receipts and shipments might be kept by the registrar, as was contemplated by the law. All the warehousemen assented to this demand, with a few exceptions, among the latter being the firm of Munn & Scott, which house, however, later in the season signified its willingness to make such a report, and announced that the same would be presented as soon as it could be prepared.

The registrar had previously obtained from an inspector the capacity of the Northern elevator, owned by Munn & Scott, that officer having measured the same precisely as he had measured the capacity of other

elevators in the city. Members of the Board were suspicious that the amount of grain in store was not so large as was claimed, and the registrar was requested to investigate the Northern elevator and ascertain the actual quantity of grain therein. During the progress of the investigation, it was learned from an employe of Munn & Scott that several of the bins had been floored over near the top, and a covering of wheat placed upon the false bottom, in order to give the appearance of fullness. Excitement and indignation of the members engaged in the grain interests at this disclosure was deep and loud, and led to more perfect observation of the law by the better class of warehousemen who saw that in the adoption of such policy lay their only protection.

To illustrate the enormous increase in the grain business in Chicago at this time, mention may be made of the extraordinarily large receipts Monday, October 9, 1871, which were the largest for any single day in the history of the city up to that date. They comprised 11,863,937 bushels of the crop of 1871; 6,818,314 of the crop of 1870; and 6,246,942 of that of 1869, making a total of 24,989,193 bushels. The receipts of grain were not according to reports altogether stopped by the fire, inasmuch as a considerable quantity had been already consigned and was on the way. During the week succeeding the fire, arrivals aggregated about 1,635 cars, while shipments fell off to 220,460 bushels. [At that period cars were scarce.]

The flames reached the Chamber of Commerce building between one and two o'clock on the morning of October 9th.

The Board was not long in setting about the resumption of business, as far as the existing condition of affairs would permit. The day following the fire it was announced that a meeting of the directors would be held at Nos. 51-53 Canal street. Messrs. B. P. Hutchinson, N. K. Fairbank, John L. Hancock and others, more particularly identified with the provision trade, leased Standard Hall, and invited their fellow

members from the south side to meet there as a matter of convenience. On Wednesday, October 11th the directors of the Chamber of Commerce resolved to re-build at once. There was about \$125,000 of insurance upon the building, and at the meeting of the directors it was announced that \$100,000 of that amount would probably be recovered.

Those members who were holding meetings at 51-53 Canal street adopted the following resolutions on Friday, October 13th:

"Resolved, That the Board of Trade notify the directors of the Chamber of Commerce that it holds to and will comply with the provisions of its lease, and requires said corporation to re-build at once, as we wish to re-occupy the building at the earliest possible day."

The following committee was appointed to remove damaged grain, and dispose of the same "for account of whom it may concern:" North Side Elevator, J. B. Lyon, S. N. McCrea, C. W. Wheeler; Central Elevator "A," E. Buckingham, M. S. Bacon, Josiah Stiles; National Elevator, C. J. Gilbert, E. B. Stevens, D. W. Irwin.

It was found exceedingly inconvenient to have two places of meeting, one on Canal street and the other at Standard Hall. Accordingly, it was determined to put up a temporary building near the entrance of Washington street tunnel. The packers and provision brokers resolved to meet at Standard hall from 7:30 to 9:30 P. M. An organization of the latter body was affected by the election of B. P. Hutchinson as president; Colonel Richardson and C. M. Culbertson, vice-presidents; J. P. Marot, secretary; and A. S. Burt, treasurer.

The temporary building was erected on the south-west corner of Washington and Franklin streets, and the Board of trade formally resumed business on Monday, October 23d, two weeks after the breaking out of the fire. The main entrance to the structure was by a stairway on Washington street. The rooms were small, but well-lighted and furnished

with rough pine benches and tables. For these accommodations, such as they were, the organization was indebted to the courtesy of Judge Farwell, who offered the members the use of the rooms, rent free, for as long a time as they might wish to occupy them.

In December, 1871, it was determined to change the rules so as to make the fiscal year of the association to correspond with the calendar year.

The election of officers at the twenty-fourth annual meeting, held April 1, 1872, resulted in the re-election of J. W. Preston as president, and Messrs. Charles E. Culver and William N. Brainard, first and second vice-presidents. Messrs. Charles Randolph and Orson Smith were also re-elected to the positions of secretary and treasurer, respectively. The directors' report exhibited the financial condition for the year as follows:

RECEIPTS.

From initiation fees of 141 members at \$100.....	\$14,100 00
From annual assessments, 1,354 members, at \$20.	27,050 00
From visitor tickets.....	2,566 00
From interest	2,426 11
From miscellaneous sources.....	3,713 78
	\$49,885 89
On hand from 1871.....	32,981 64

DISBURSEMENTS.

For Chamber of Commerce stock.....	\$33,346 25
For current expenses.....	20,058 77
For new furniture	11,755 25
For expenditures on Commercial Building.....	10,854 00
For miscellaneous expenses	5,651 64
	\$81,665 91
Balance on hand.....	1,201 62

In precisely one year from the date of its destruction the new building of the Chamber of Commerce was ready for occupancy. The taking possession of its former quarters by the Board was made the occasion of a formal celebration. At noon on October 9, 1872, a number of invited guests assembled at the temporary rooms of the Board of Trade, where a procession was formed, with the officers of the association at its head, which proceeded to the new building of the Chamber of Commerce, erected on the site of the old one, at the south-east corner of Washington and La Salle streets. Here the members and their friends were formally

received and welcomed by Mr. Daniel A. Jones on behalf of the Chamber of Commerce. The completion of such a magnificent building in so brief a time was not unnaturally a cause for self-congratulation on the part of the organization which had accomplished such a feat. The general feeling was voiced by Mr. Jones, who, in concluding his remarks said :

"And now, Mr. President, in fulfillment of our promise made to you last October, nearly one year ago—that at this time we would have completed for your Board of Trade, a finer building and a more beautiful hall than the old one; and while, owing to the advance in price of material and labor, which has raised the cost above that contemplated at the commencement, we have spared no pains or expense to make it a model commercial building, I, therefore, now give you formal possession of this beautiful hall, and in so doing, permit me to say that I hope no act of the members of the Board of Trade will have a tendency to clog the wheels of commerce which are continually rolling in this city, but that every facility will be given to accelerate the trade that naturally seeks this market."

A response was made by Mr. Culver, first vice-president of the Board. The address is given below in full, for the reason that it gives a brief resume of an important era in the history of its origin.

Mr. Culver said :

"Mr. President: Unexpectedly called upon as I am by the absence, on account of sickness, of Mr. Preston, the president of the Board of Trade, I shall not attempt a speech, and will say only a few words in response to your remarks.

"The charter granted by the legislature of our State to the chamber of commerce allows your corporation to own real estate to an unlimited amount, while the charter of the Board of Trade gives our association the right to own real estate of the value not to exceed \$200,000—an amount less than the cost of a building such as was desirable and

creditable to our city that our association should occupy. For these and other reasons, in the year 1865, an agreement was entered into between the two institutions, by the terms of which the Chamber of Commerce was to erect a building for commercial purposes, and having a hall and rooms for the especial accommodation of the Board of Trade.

"For the use of such hall and rooms the Chamber of Commerce was to receive a specified annual rental for the period of ninety-nine years. In case of loss by fire of the building, it was to be restored in as good condition and shape as before damage or loss was sustained. In compliance with this agreement a building was erected, and, on the 30th of August, 1865, the Chamber of Commerce gave to the Board of Trade possession of the finest hall used for commercial purposes in the country. The event was celebrated in ways thought fitting for the occasion, and the exercises of the day were participated in by representatives from the different commercial bodies of the United States. For six years or more your corporation was happy in receiving ample return for its investment, and our association was in the enjoyment of a home suited to its means and wants. Then came that terrible calamity, and in one half-hour was swept away, by a flame of fire, income and home, and with them was destroyed the entire business portion of the city. Of that home the poet writes:

"Men clasped each other's hands and said
The city of the West is dead.

"There were some even of our own number who doubted if you could build, or we could occupy, so costly a building again. Hearing such doubts expressed, your directors at once sought to know if the Board of Trade desired the building replaced. As soon as the vaults containing the lease and agreement already referred to could be opened, a meeting of the directors of the Board of Trade was held. [The agreement and the resolution theretofore adopted (as heretofore cited) were read.]



Henry Beidler
Age 80 years

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"But, sir, your corporation needed only to know that the Board of Trade would willingly carry out the conditions of the lease, and no sooner were you informed of their action than you commenced the work, thus speedily brought to a successful termination. In my opinion, no one thing did more to remove doubt as to the reconstruction of Chicago than the announcement made on the very week of the fire, that men were at work on the new Chamber of Commerce building.

"Inspired by your example and stimulated by your enterprise, others promptly followed; doubts were dissipated; the future was guaranteed. And now we behold the result! On every hand edifices more magnificent and more substantial than before. Having full confidence in the ability and determination of the directors of the Chamber of Commerce, we expected marvelous things from you, but sir, you have more than met our expectation. You present us on this, the first anniversary of the fire, a building far exceeding in beauty and solidity the one lost in the great conflagration of a year ago. To the president and directors of the Board of Trade it is a source of great regret that circumstances are such that guests from abroad could not be invited to unite with us this day, and witness for themselves what has been done in our city since that memorable day that we were the recipients of the world's great munificence.

"Sir, you have expressed the hope that while we are privileged to occupy these premises none of our members will attempt to block the wheels of commerce. In this, let me assure you, your hopes are not more ardent than are those of the president and other officers of the association. I know I but express their views in saying that they regard as disgraceful and dishonorable any attempt to promote one's own personal profit at the expense of the just rights of others.

"And, sir, I appeal to you and to all others who have the interest of our city at

heart to assist in inculcating just and equitable principles in trade, to establish which was one of the avowed objects of our association.

"The recent action of the Board in providing unusual storage room for grain, and the still more recent adoption of new rules for margins on contracts, is evidence of its favoring unrestricted trade, and condemning all interference with the commerce of the city. You have appropriately referred to those who have performed the labor, made and executed the plans of this structure, a structure, which, for the use intended, is not surpassed in size, beauty and convenience by any on this or on the eastern continent; your words and their works do praise them.

"And now, sir, in behalf of the Board of Trade of Chicago I do hereby accept as fulfilled the requirements of its directors, as contained in their resolution of October 13, 1871, and in receiving possession of these rooms, I, in the same behalf, return thanks not only to the host of men employed in the construction and completion of this building, but especially to you, their chief, and to your untiring and enterprising assistant and secretary, Charles L. Raymond. In this we are not unmindful of that Providence under whose kind care and good hand your work has been accomplished without loss of life or limb."

Other attempts to corner wheat and lard were made this year, but only one of them—that engineered by William Nelson—proved successful, netting to operators the sum of \$200,000.

An important change in the rules respecting margins on time contracts was made in September of this year, upon the recommendation of a joint committee of the Milwaukee and Chicago Boards of Trade. The amended rule, which was presented by Mr. Randolph, read as follows:

"On time contracts, purchasers shall have the right to require of sellers, as security, ten per cent. margins, based upon the con-

tract price, and further security, to the extent of any advance in the market above said price. Sellers shall have the right to require, as security from buyers, ten per cent. margins on the contract price of the property sold, and, in addition, any difference that may exist between the intrinsic value and the price of the sale. In case of decline of the intrinsic value of any property, sellers may from time to time require of buyers additional security to the extent of any such decline. All such security or margins to be deposited with the treasurer of the association, unless otherwise agreed upon by the parties. In determining the intrinsic value of property under this rule, its value for shipment to eastern or southern markets, or for manufacturing, shall alone be considered, irrespective of any fictitious price, it may, at the time, be selling for in this market; and in case of a disagreement between the parties as to such value, it shall be determined by the secretary, or, in his absence, by the president of the Board of Trade, under the control and approbation of the Board of directors."

The twenty-fifth annual meeting of the Board was held on the first Monday after January 1, 1873. Some important changes in the unwritten law regarding rotation in office were made. A new rule was adopted, providing that the second vice-president should succeed to the first vice-presidency on the expiration of the term of his predecessor. The secretary and treasurer were to be appointed by the Board of directors and were to hold office for the term of one year. The new rule was to go into effect in 1874, but it actually went into operation at this meeting in the elevation of William N. Brainard to the office of first vice-president to succeed Charles E. Culver, who was unanimously elected president. The friends of Mr. George M. How put that gentleman in nomination without consulting him, but he withdrew his name. Mr. Charles Randolph, who had been secretary since 1869,

was reappointed to that office and was also made treasurer. A vote of thanks was unanimously tendered the retiring president, Mr. J. W. Preston, who had so satisfactorily filled that position during the trying period of the fire and the year which succeeded it. A similar honor was conferred upon the secretary, Mr. Randolph.

The financial statement submitted by the directors was summarized as follows:

RECEIPTS.

Initiation fees	\$ 42,300 00
Annual assessments.....	41,300 00
Dividends on Chamber of Commerce stock.....	8,524 00
Visitors' tickets.....	2,787 00
Miscellaneous.....	3,883 00
Total.....	\$ 98,794 00
Balance, 1872.....	1,201 62
	\$99,995 62

DISBURSEMENTS.

Current expenses	\$ 39,999 67
Incidental expenses.....	5,161 73
Market and annual report	6,794 18
Withdrawals and deceased members.....	1,212 00
Payment on commercial buildings.....	9,112 49
Purchase 400 shares of Chamber of Commerce stock	35,542 00
Miscellaneous.....	1,980 39
Total.....	\$ 93,802 46
Cash on hand January, 1874.....	193 16
	\$99,995 62

The gratifying increase of two hundred and ninety-eight was reported in the roll of membership, which now included one thousand six hundred and sixty-two names. The annual assessment of the year was fixed at \$25.

The financial panic of 1873 was one of the serious crises through which the Board had been called to pass. Unlike similar organizations in many other cities, its business was never suspended in consequence thereof, and members to this day refer with pride to the fact that no failures from among them were reported in consequence of the disturbances of the money market.

The principal effect of the panic, so far as the Chicago Board of Trade was concerned, was to depress the price of wheat from \$1.10 to \$0.90 per bushel. At this point the bear element began to buy and the downward tendency was checked.

The session of the National Board of Trade was this year held in Chicago. The local Board sent the following gentlemen as delegates: Charles E. Culver, A. M. Wright, G. M. How, N. K. Fairbank, W. E. Doggett, E. W. Blatchford and J. C. Dore. On behalf of the Chicago Board, Mr. Culver, as president, formally welcomed the visiting delegates, and voiced Chicago's sincere gratitude for the sympathy and assistance which the Boards of Trade and the Chambers of Commerce throughout the country had rendered the city in the hour of her great calamity. Mr. Culver was chosen vice-president of the body and Mr. Randolph was elected secretary for the coming year. Among the topics discussed were bankruptcy laws, shipping interests, the right of American merchants to purchase foreign tonnage and to raise the American flag, the advisability of establishing a Department of Commerce and Trade, under the control of the general government; the creation of a Board of commissioners of internal improvement, transportation matters, involving the opening of a freight line from St. Louis to New York connecting with Chicago; and the memorializing of the secretary of the treasury and the commissioner of internal revenue, with a view to securing full scope and facilities for the manufacture of distilled spirits for export.

Many complaints were lodged with the Board of directors during the year of short weight in grain transportation by railway. Bills of lading of those corporations materially differed from those of carriers by water, in that while the latter specified the exact weight of grain transported, the former contained no reference to the subject. This matter was alluded to by the president, Mr. Culver, in his annual address, in the course of which he said these bills of lading present a temptation to misrepresent and not infrequently place a premium upon dishonesty. The law had been passed in 1871, at the instance of the Board requiring all corporations in the State carrying on the

business of common carriers of grain to weigh the same, and deliver in quantity equal to that received. The act had never been enforced and so had practically become a dead letter. It was therefore resolved by the Board to call the attention of the railroad and warehouse commissioners to the subject.

Some important changes in the rules were made at a special meeting held for that purpose in May, 1873, the rule regarding the eligibility of applicants for membership being amended to read as follows:

"Any person approved by the Board of directors may become a member of the association, by signing the rules and regulations, paying the initiation fee and the annual assessment. The initiation fee until July 1, 1873, shall be \$100, and thereafter \$250.

"Provided, That no person shall be approved by the Board of directors as a member of the association, who is not a resident of, or permanently doing business in, the city of Chicago."

Of equal importance was the provision adopted regarding the fulfillment of contracts and the filing of a statement as to the financial condition of delinquents. This rule was new, and was couched in the following language:

"Any member of this association who fails to comply with and meet any business obligation or contract, may, on complaint of any member of the association, be required to make an exhibit of his financial condition on oath to the directory of the Board, which shall be open to the inspection of any aggrieved member; and should such member, failing as aforesaid, refuse to make such statement, he shall be expelled from this association."

At the twenty-sixth annual meeting, held in January, 1874, the balloting for president was rendered more exciting than usual owing to the presence of two candidates in the field. The first day's vote resulted in no choice, but on the day following George M. How secured 532 votes, a majority of all those cast, and

was declared elected. Howard Priestly, the former second vice-president, succeeded Mr. Brainard as first vice-president, under the rules. J. R. Bensley was chosen second vice-president; Charles Randolph, secretary, and Orson Smith, treasurer. The secretary reported the membership as being one thousand eight hundred and fifty-one, an increase of one hundred and seventeen during the year. The annual dues were fixed at \$25.

The following summary of the receipts and disbursements was given by the secretary:

ASSETS.	
1,050 shares of stock in the Chamber of Commerce.....	\$ 96,919 63
Chicago City bonds.....	10,000 00
Furniture and fixtures.....	6,658 95
Investment in Commercial Building.....	23,696 82
Cash on hand.....	8,558 42
	\$ 145,833 42
RECEIPTS.	
Initiation fees.....	\$ 17,250 00
Annual assessments.....	41,275 00
Interest and miscellaneous.....	21,957 67
	\$80,482 67
Cash on hand.....	193 16
	\$ 80,675 83
DISBURSEMENTS.	
Current expenses and salaries.....	\$ 40,580 84
Chicago city bonds.....	10,000 00
Miscellaneous.....	21,536 57
	\$ 72,117 41
Cash on hand.....	\$ 8,558 42

The year 1874 was a comparatively uneventful one in the Board's history. The trade and commerce of Chicago had recovered from the effects of the panic of the year preceding, and the agricultural products of the State, while not so great in volume, exceeded in value those of several years past. The power of the Board to discipline its members for violation of its rules was repeatedly sustained by the courts.

The fact that during this year the Baltimore & Ohio railroad extended its line to Chicago formed a subject for general congratulation among those who were interested in seeing full and free competition in transportation of freight. The members of the Board also took a deep interest in the bill introduced in Congress this year for the

construction of a canal between the Illinois and Mississippi rivers, beginning at Hennepin on the first named stream, and the project engrossed much of the public attention.

The election of officers held in January, 1875—the twenty-seventh annual meeting—resulted in the choice of the following staff: President, George Armour; first vice-president, John R. Bensley; second vice-president, David H. Lincoln; secretary, Charles Randolph; treasurer, Orson Smith.

The receipts and disbursements for the year were reported to be as below:

RECEIPTS.	
Initiation fees.....	\$63,500 00
Annual assessments.....	46,275 00
Interest and dividends.....	12,118 90
Clerks' tickets and miscellaneous.....	18,163 76
Cash on hand.....	8,558 42
	\$148,616 08
DISBURSEMENTS.	
Current expenses.....	22,405 98
Salaries.....	14,168 03
Miscellaneous.....	7,444 10
Extraordinary expenses, attorneys' fees, etc.....	21,805 50
Paid for stocks and bonds.....	37,962 50
Reports, etc.....	12,940 89
	\$31,727 00
Cash on hand.....	\$31,889 08

On March 18th, the initiation fee was raised from \$250 to \$1,000 and the annual dues fixed at \$20 instead of \$25. During this year, also, a rule was adopted, permitting the transfer of memberships, subject to the approval of the Board.

The year 1875 was one of considerable financial stringency, and complaints of "hard times" were many and loud. The undue pressing of credit, overdone speculation and extravagant expenditures were among the principal causes of this state of affairs. Naturally business was contracted within somewhat narrower limits, yet Chicago secured its full share of trade. While the review of the year shows a decrease of seventeen and one-half per cent in the trade in produce, it also exhibits a gain of seven and one-half per cent in the total amount of wholesale business done.

Speculation continued to form one of the chief factors in the aggregate business done



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upon 'Change, yet there was no attempt to manipulate the market through the formation of "corners." The reason is, perhaps, to be found in the wholesome effect produced by the adoption of the rule, by the Board, that no members should be disciplined for the refusal to pay fictitious damages.

A slight decrease in membership was reported at the twenty-eighth annual meeting held in January, 1876, the roll showing one thousand eight hundred and forty-two names. No new members were admitted during the year, although there was a change of one hundred and sixty names through transfers.

The officers of the year were as follows: President, John R. Bensley; first vice-president, David H. Lincoln; second vice-president, Josiah Stiles; secretary, Charles Randolph; treasurer, Orson Smith.

The assets of the association amounted to \$167,841.16; and the receipts and disbursements were as shown in the sub-table:

RECEIPTS.

From annual assessments	\$36,840 00
Sale of tickets and transfers of membership.....	19,170 00
Interest, rents and premiums.....	17,233 19
	<u>\$73,233 19</u>
Cash on hand.....	31,869 08
	<u>\$105,122 27</u>

DISBURSEMENTS.

Rent, heating and water.....	\$22,291 73
Salaries, including elevator....	19,846 82
Purchase Chicago city certificates....	25,000 00
For acct. of Commercial Building....	11,324 59
Market reports and telegraphing....	6,515 32
Incidental expenses and repairs.....	3,241 75
Annual reports and miscellaneous....	9,966 06
	<u>\$58,186 27</u>
Cash on hand.....	6,936 00
	<u>\$105,122 27</u>

Commercially considered the year 1876 was not a particularly prosperous one. Not only was it the year of the Centennial exposition at Philadelphia, but also that of the presidential election, which invariably interferes with business. The receipts of wheat fell off nearly 7,000,000 bushels, but this was partially, if not wholly, offset by the surprising increase of 18,000,000 bushels in

the receipt of corn. Condensed in the whole the aggregate receipts of grain and live stock exceeded those of the year 1875. The packing business formed a noteworthy exception to manufacturing industries in general which showed a considerable decrease, notwithstanding a steady decline in material and a drop in wages, the latter falling off nearly eleven per cent. The general wholesale business of the city likewise showed a decline, estimated at about four per cent; possibly because the community had not fully recovered from the financial depression, which had prevailed during the two preceding years. The year 1876, was marked by a sharp competition in the matter of transportation. Early in the year a combination was effected between the leading trunk lines with the view of maintaining, if not advancing, carrying charges. The opening of navigation brought this agreement to an untimely end, owing to the willingness of vessels to carry cargoes at lower rates. The railroad companies met the vessel men more than half way, and freights declined to the unprecedentedly low rate of 20 cents per 100 pounds from Chicago to New York, and 40 cents per barrel of flour, and even these were sometimes reduced. In fact, contracts were made at the low figures of 14 cents per 100 pounds of grain between the places named, and west bound freights were still lower than those to the seaboard.

Some interesting decisions involving the right of suspension of a bankrupt and the liability of a member's stock to be levied and sold by the sheriff were rendered this year. A member who had been suspended for failure to fulfill his contract, and had been subsequently discharged under the operation of the Bankruptcy Act, brought the matter before the Circuit Court. The court held that the discharge did not constitute a satisfactory adjustment and settlement of the obligations of the bankrupt within the meaning of the rules of the Board.

In reference to the question whether a member's stock was subject to levy for non-

payment of a judgment debt, the Illinois Courts took the negative view, following the line of decisions rendered by the United States Court to the effect that such stock was a private franchise and need not be scheduled by the bankrupt.

The election of officers at the twenty-ninth annual meeting, which was held in January, 1877, resulted in the choice of the following officers: David H. Lincoln, president; Josiah Stiles, first vice-president; William Dickinson, second vice-president; Charles Randolph, secretary, and Orson Smith, treasurer.

The membership shows a falling off of twelve names, chiefly due to non-payment of annual assessments, and the transfer of membership in two hundred and six cases. The total number of names on the roll was one thousand eight hundred and thirty-one.

The assets of the Board exclusive of fixtures and furniture were reported to be \$176,903.59; receipts and disbursements for the past twelve months were stated by the directors to have been as follows:

RECEIPTS.

For annual assessments.....	\$ 36,620 00
Clerks' and visitors' tickets.....	21,610 00
Transfer of memberships.....	2,060 00
Cash on hand.....	6,936 00
Interests, dividends, rents and fines.....	18,969 15
	<hr/>
	\$ 86,095 15

DISBURSEMENTS.

Rent, heating and water.....	\$21,980 27
Salaries and elevator.....	20,392 45
Reports and repairs.....	12,916 04
Legal expenses.....	4,832 34
Miscellaneous.....	8,275 22
Paid for city 7 per cent.....	15,000 00
Cash on hand.....	2,708 83
	<hr/>
	\$ 86 095 15

The annual assessment was continued at \$20.

The year of 1877 was one of considerable financial depression. The great railroad strike in midsummer for a while well-nigh clogged the wheels of interstate commerce, and the heavy rainfall of the autumn also seriously interfered with business. The currency also appreciated in value, and investors were chary of parting with their money. The

effect of all these causes combined was seriously to cripple commerce. The agricultural products of the country, however, were fair, and yet there was a falling off of 2,000,000 bushels in the receipts of wheat at Chicago, and 1,000,000 bushels in the receipts of corn. Neither was the amount of live-stock received in this market equal to that of 1876. There was a shrinkage in value of nearly every description of property, and timidity and distrust were the rule rather than the exception. The restoration of the trade to its former prosperity and its establishment upon a sound basis were still deferred, and labor was far in excess of the demand.

The low rates of transportation which had prevailed in 1876 were advanced, the lowest rates on grain from Chicago to New York being thirty cents per 100 pounds, and in some instances rising to forty cents. Rates on grain to the east by lake to Buffalo and thence by rail to the seaboard were also advanced, to an average of four cents per bushel, but were still so much lower than rail freights that shipments of grain by water routes were considerably in excess of those of the previous year.

The secretary reported a decline of thirty-two in the total membership, at the thirtieth annual meeting held in January, 1878.

The causes of the falling off were said to be deaths and failures to pay membership dues. The roll at the opening of the year, contained one thousand seven hundred and ninety-nine names.

The assets of the Board were about the same as those at the beginning of the year 1877. An examination of the table of receipts and disbursements given below shows a falling off of \$10,000 in the former, due in large measure to the decrease of the amount received from the sale of admission tickets.

The following was the corps of officers elected for the year 1878. President, N. K. Fairbank; first vice-president, William Dickinson; second vice-president, John H. Dwight; secretary, Charles Randolph; treasurer, Orson Smith.

The following financial statement was submitted by the directors:

RECEIPTS.

From annual assessments.....	\$ 35,980 00
Admission tickets	14,850 00
Transfers of membership, 140.....	1,400 00
Interests, dividends and rents.....	16,558 15
Cash on hand.....	2,708 83
	<hr/>
	\$ 71,490 98

DISBURSEMENTS.

Rent, heating and water.....	\$ 21,722 56
Salaries and elevator expenses.....	22,377 59
Market reports and telegraphing....	7,394 79
Annual reports and repairs.....	7,095 91
Stationery and printing.....	1,230 98
Legal expenses	4,558 65
Miscellaneous	3,090 56
Commercial Building expenses	3,585 17
Cash on hand	440 77
	<hr/>
	\$ 71,496 98

With the year 1878, came the revival of business, and the cry of hard times, which had prevailed for so many years, was heard no longer. Unparalleled activity in the movement of farm products especially, was a conspicuous feature of the year's business, the receipts of nearly every leading item being largely in excess of any previous year in the city's history. In grain (flour reduced to wheat), the receipts aggregated 134,086,595 bushels, being nearly 40,000,000 bushels in excess of those of 1877, and over thirty-five per cent. larger than those of 1873, in which they were greater than any other. The trade in corn also assumed a magnitude so far beyond any previous year that the proportion was somewhat startling. The receipts aggregated 63,651,518 bushels, nearly 15,000,000 bushels in excess of any former year. In hogs, also, there was a marked increase, the receipts for the year having amounted to the enormous number of 6,442,166, an increase of fifty per cent. over 1877, and forty per cent. larger than any previous year. Prices, however, ruled extremely low, yet as nearly every thing the farmer required to purchase had also declined in price, the exchangeable value was nearly maintained. There was also a large increase in the volume of the mercantile business of the city. The wholesale trade was extremely active, and a general

feeling of encouragement was apparent in all commercial circles.

The condition of our foreign trade moreover, was decidedly improved. The balance sheet for 1873 was \$65,000,000 against us, while that of 1878 was over \$262,000,000 in our favor. The direct export trade was 602,018 tons as against 309,185 tons in 1877, the increase being marked in flour, wheat, corn, hog products, butter, and cheese and seeds.

Freight rates between Chicago and the East ruled lower during this year than in 1877. Grain was carried by rail between this city and New York at from twenty to forty cents per 100 pounds, while transportation by lake was at as low figures as six and three-fourths cents per bushel.

Some noteworthy changes were made during the year in the method of inspecting provisions and flour. The inspection of the former had consolidated under one central authority greatly to the benefit of parties dealing in these commodities. A rule was also adopted making all warehouse receipts available on contract between members. The system of flour inspection by grades was also established.

At the election of officers held at the thirty-first annual meeting, January, 1879, two opposing tickets—the "regular" and the "reform"—were placed in nomination. Additional excitement was thus imparted and the vote polled was the largest ever known in the history of the association up to that time, being 1,117. The choice fell upon the regular candidate Asa Dow, who received 673 votes. The former second vice-president was elevated to the office of first vice-president, and his office was filled by the election of H. W. Rogers, Jr. Mr. Randolph was once more appointed secretary, and the office of treasurer was given to C. J. Blair.

The membership remained about the same as that shown at the previous annual meeting, being one thousand seven hundred and ninety-seven; ten members had

died during the year and there had been two hundred and sixty-seven transfers.

The finances of the organization were reported to be in a very satisfactory condition. The assets amounting to \$172,502.31 and the receipts and disbursements for the preceding year were reported to be as follows:

RECEIPTS.

From annual assessments, \$20 each....	\$35,940 00
Visitors' tickets.....	5,845 00
Rents and premiums on sample table and drawers.....	6,115 00
Transfers of membership, \$10.....	2,670 00
Interest and dividends.....	10,670 00
Miscellaneous.....	436 95
Sale of 100 shares C. & A. R. R. stocks...	9,487 50
Cash on hand.....	440 77
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	\$71,605 23

DISBURSEMENTS.

Rent, heating and water.....	\$21,568 73
Salaries and running elevators.....	22,163 50
Market reports and telegraphing.....	6,131 10
Legal expenses.....	2,342 30
Expenses of Commercial Building....	3,495 13
Purchase of Cook County Bonds.....	5,000 00
Miscellaneous, stationery, printing, taxes, etc.....	6,873 60
Cash on hand.....	4,030 87
	<hr/>
	\$71,605 23

The falling off of \$8,600 in the revenue was attributable to the revocation of the authority previously conferred upon the directors to issue clerks' tickets to the exchange-room.

The resumption of specie payment, which took place on January 1, 1879, proved more successful than the warmest supporters of the policy had dared to hope. Not only was it accomplished without causing the slightest jar to banking or other business, but its effect when once the capitalists and financiers perceived that the currency of the country was again placed upon a solid basis, was to stimulate investments and to revive trade in every department of business. Distrust was replaced by confidence and hesitancy gave way to activity. In fact, the tendency was, perhaps, rather to excessive trading and over speculation.

The year's crops were fully up to the average, and in some localities were unusually large. The revival of business, and a partial

failure of crops in certain parts of Europe produced a strong demand which brought about an active market throughout the year. Large as had been the receipts of wheat during 1878, they fell considerably behind those of 1879, while the corn crop was larger than any theretofore known in the history of the country. The State agricultural department estimated the yield of corn in Illinois to be 305,913,377 bushels as against 251,149,230 in 1878. The lumber receipts were largely in excess of any previous year.

Another change was made in the rules regarding inspection of flour, by the establishment of two grades of super and two grades of extra. The following new rules were also adopted by the Board of Railroad and Warehouse Commissioners for the better regulation of the inspection of grain:

"All persons inspecting grain under the direction of the chief inspector shall in no case make the grade of grain above that of the poorest quality found in any lot of grain, when it has evidently been mixed or doctored for the purpose of deception.

"All persons employed in the inspection of grain shall report all attempts to defraud the system of grain inspection, as established by law. They shall also report to the chief inspector, in writing, all instances where warehousemen deliver, or attempt to deliver, grain of a lower grade than that called for by the warehouse receipt. They shall also report all attempts of receivers or shippers of grain to instruct or in any way influence the action or opinion of the inspector, and the chief inspector shall report all such cases to the commissioners."

At the thirty-second annual election of officers Mr. John H. Dwight was chosen president, and R. W. Dunham was chosen second vice-president. Mr. Rogers assumed the duties of first vice-president, and the former secretary and treasurer were re-appointed by the directors.

The membership was reported to be one thousand seven hundred and ninety-three, there having been twelve deaths, two hun-



Wm H. Beidler

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dred and one transfers, four of which lapsed and were forfeited by the non-payment of the annual assessments. The annual dues were fixed at the former figure—twenty dollars.

The financial statement shows the assets of the Board to be \$174,497.85, and the receipts and disbursements to have been as follows:

RECEIPTS.

From annual assessments.....	\$ 35,860 00
Transfers of membership.....	2 010 00
Sale of tickets.....	6,910 00
Interest and dividends.....	9,900 00
Rent and premiums of tables.....	7,722 00
Fines.....	287 34
Cash on hand.....	4,030 87
	\$ 66,720 21

DISBURSEMENTS.

For rent, heating and water.....	\$ 21,369 00
Salaries and elevators.....	20,861 21
Market and annual reports.....	7,042 34
Stationery and printing.....	1,084 16
Attorneys' fees and expenses.....	502 25
Expenses Commercial building.....	3,236 41
Miscellaneous, repairs, taxes, etc..	6,377 50
Cash on hand.....	6,247 34
	\$ 66,720 21

The yield of cereals in 1880, with the exception of wheat, fell below the average, although it made up in quality what it lacked in quantity. Corn receipts, however, increased fifty per cent., and the movement in oats and barley exceeded that ever known before. Live stock surpassed, both in amount and quality, those of any previous year in the history of the association. While there was a decline in the tonnage of direct exports from Chicago to Europe, the balance of trade continued steadily in favor of the United States.

The total foreign tonnage entered at the seaports of the United States in 1860, amounted to 1,608,291 tons; in 1880 to 12,112,160 tons; while the American tonnage so entered was actually less in 1880 than in 1860.

In connection with the export trade of the country the following statistics will be of interest: During the period from 1860 to 1880 the tonnage of Great Britain engaged in the American trade steadily increased

until the year last named it comprised fully one-half of the entire foreign tonnage entered at the American ports. Nevertheless, the change in vessels carrying the flag of other European countries during the same period was more remarkable, as will appear from an examination of the following table:

NATIONALITY.	TONNAGE	TONNAGE
	IN 1860.	IN 1880.
Scandinavian.....	42,672	1,304,070
German.....	230,828	1,089,740
Italian.....	31,501	612,584
Belgian.....	640	226,349
Austrian.....	5,464	206,349

The enormous decline in the tonnage in the carrying trade between this country and foreign ports carrying the American flag is both surprising and humiliating, and the question how the condition of affairs, galling to our national pride, can be changed is one which has long occupied the attention of statesmen and political economists.

Two new railroads secured entrance into the city during the year 1880, viz.: The Grand Trunk, in February, and the Wabash, St. Louis & Pacific, in August. These lines furnished additional facilities for shippers, and by supplying fresh competition rendered the formation of pools more difficult of success.

Spacious and ample as the quarters of the Board had been considered in 1872, the increased membership and the growing volume of business transactions proved that they were not adequate to the existing wants of the organization as early as 1877. From that time the question of securing a location that would afford better facilities for the trade began to be agitated. At last, the members favoring a change constituted a majority, and subsequent to the annual meeting of 1880 steps were taken to purchase a site for a new building to be erected at the south end of La Salle street, and a proposition to that effect was submitted at the next annual meeting in 1881.

The following is the schedule of the rates of commission adopted by the Board during

commodities dealt in upon the floor of 'Change.

For selling car-load lots of wheat, corn, or rye, in store free on board cars or vessels, on track, delivered, or to be shipped from any other point, per bushel.....	\$ 0.01
For selling car-load lots of oats in store....	.00½
The same free on board cars or vessels, on track, delivered or to be shipped from any other point, per bushel.....	.01
For selling car-load lots of barley in store..	.01
The same free on board cars or vessels, on track, delivered or to be shipped from any other point, per bushel .....	.00½
For selling canal-boat loads of grain in store, afloat or free on board vessels, per bushel. ....	.00½
For selling seeds in quantity.....	2 per cent
For selling dressed hogs in car-loads	1½ "
For selling bran, shorts and mill stuffs	\$3.50 "
For selling corn meal and mixed feed....	5.00 "
For selling broom corn.....	.00½ per lb

The thirty-third annual election resulted as follows: President, H. W. Rogers, Jr.; first vice-president, Ransom W. Dunham; second vice-president, William E. McHenry; secretary, Charles Randolph; treasurer, C. J. Blair.

Two very material advances in the initiation fee were made this year, in February the sum being raised from \$1,000 to \$2,500, and in October to \$5,000. A large number of new members added their names to the roll, which showed a membership for the year of one thousand nine hundred and thirty-six; of these seventy-five were admitted before the first advance and sixty-one immediately preceding the second. There were two hundred and fifty-two approved transfers. The year was marked by the death of eighteen members, including George Armour, once president of the association, and George F. Rumsey, for many years its treasurer. The assets of the Board were as follows.

Invested Securities.....	\$167,995 54
Cash on hand	123,863 81

Total..... \$291,859 35

Much gratification was expressed by the members generally at so satisfactory a showing, and the management received not a few congratulations upon the sound judgment with which the affairs of the association had been conducted.

The receipts and disbursements were as shown below :

RECEIPTS.

For annual assessments, 1,836 members at \$20.....	\$ 38,720 00
Fees from 252 transfers.....	2,520 00
Sale of tickets.....	9,840 00
Table and drawer rents and fines, (\$400).....	7,921 00
Interest and dividends.....	13,918 12
Initiation fees (74 at \$1,000, 69 at \$2,500)	246,500 00
	\$319,419 12
Cash on hand ..	6,247 34
	\$325,666 46

DISBURSEMENTS.

For rent, water, heating, salaries and elevators	\$ 43,302 77
Market and annual reports, and telegraphing.....	6,896 98
Stationery, printing, postage, gas and ice.....	1,444 03
Taxes, repairs, statistics and tellers	3,116 74
Expenses of lavatory and sundries..	1,725 10
Legal expense and counsel fees.....	2,571 40
Expenses Commercial building	1,675 19
National Board of Trade, old claim, and care of real estate	493 28
Incident to death of President Garfield ..	1,577 16
	\$62,802 65
For real estate and real estate managers.....	\$140,000 00
Cash on hand.....	122,863 81

\$325,666 46

As has been already stated, a proposition to erect a new Board of Trade building was presented at this meeting, and the idea met with general favor. A rule was adopted providing for the creation of a Board of real estate managers, to whom was committed the general oversight of the Boards of real-estate. It consisted of five members, of whom the president was ex-officio one who were elected annually on the first Monday in March to serve two years in rotation. The sum of \$40,000 was appropriated to purchase the site and \$100,000 was placed at the disposal of the Board of real-estate managers for the erection of the building. The real-estate managers were given the power to approve plans and estimates, to borrow money, arrange for a deed of trust, and to issue bonds for said purpose to the necessary amount.

The crops of 1881 fell below the average particularly in Illinois, the yield in Europe was unusually large, and in consequence the the year 1880 on the sale of grain and other

exports of cereals fell off 69,000,000 bushels. On the other hand the very fact of existence of a shortage tendered to enhance the value of the products, and while the volume of the trade was diminished prices grew higher. The severe cold of the preceding winter and the great freshets of the following spring had much to do towards the partial failure of agricultural products in the West. The assassination of President Garfield also exerted a tangible effect upon the business of the country.

In other departments of business, outside of produce, the volume of trade exceeded that of any previous year. The clearings of the associated banks affords an index to the growth of commerce. Clearings of the Chicago banking institutions in 1877 were \$1,044,678,475; in 1880 they had advanced to \$1,724,648,891; and in 1881 a still further advance occurred, the sum total in that year being \$2,249,097,451; more than doubling in five years.

The railroad pool, which had been formed for the maintenance of agreed interstate tariff, was disrupted in June, and thereafter freights were agreed upon between shippers and carriers as circumstance might dictate. In some instances, rates to the seaboard as low as ten cents per 100 pounds were conceded. A remarkable feature of the year's business was the early shipment of a considerable quantity of grain to New Orleans. South bound freights of this description however, diminished in volume as the season advanced, so that the entire movement for the year by this route was seventeen per cent. less than in 1880, and during the closing months became comparatively insignificant.

At the thirty-fourth annual election of officers, R. W. Dunham succeeded H. W. Rogers Jr., as president; William E. McHenry was elected first vice-president; J. H. French was chosen second vice-president; Charles Randolph was appointed secretary, and Byron L. Smith was made treasurer.

Ten deaths among members were reported,

two hundred and twenty-two transfers of membership, and no initiations, leaving the roll at about the same figures as that of the previous year. The directors reported the assets to amount to \$279,988,36, invested as follows:

1050 shares Chamber Commerce stock	\$81,675 27
U. S. 4 per cent, registered bonds.....	40,000 00
Hyde Park 7 per cent. bonds.....	30 000 00
Chicago city bond, \$8,000, Cook county bonds, \$5,000	13,000 00
Cash on hand.....	63,308 09

\$279,988 36

The receipts and disbursements for the year are given in the following table :

RECEIPTS.

From annual assessments, \$20 each member.....	\$38,720 00
Transfers and visitors' tickets.....	14,075 00
Table and drawer rents, and fines \$28	5,641 50
Interest and dividends	12 980 96
Chicago city bonds paid.	2,000 00
	\$73,417 46
Cash on hand.....	122,863 81

\$196,281 27

DISBURSEMENTS.

Rent, heating, salaries and elevator..	46,533 94
Market and annual reports, and telegraphing.....	7,796 32
Printing and stationery.....	1,153 94
Repairs, taxes and sundries.....	8,195 75
Attorneys' fees.....	7,900 10
Court expenses.....	2,078 81
Purchase \$52,000 Lincoln Park bonds.	55,640 00
Miscellaneous.....	3,674 32
	\$132,973 18
Cash on hand.....	\$ 63,308 09

\$196,281 27

The comparison of the disbursements as shown above with those of the preceding year exhibits a considerable increase, due to the association having been made defendant in a number of law suits. Among these were proceedings to nullify the vacation of that portion of LaSalle street on which the new building of the Board was to be erected. The Chamber of Commerce did not take kindly to the idea of the new departure of the Board of trade in abandoning its present quarters and litigation was instituted on this account. Suits were also brought against the Board by the parties interested in the "bucket shops" who charged that they were entitled to all the information

secured through telegraphic communication with the exchange room. The courts, however, did not uphold this position, and held that the Board had the right to control its own market reports.

The crops of 1881 were much larger than those of 1880, the wheat crop being unusually large; while that of corn, although somewhat belated by the wet and cold weather of the autumn was likewise considerably larger than the previous year. The market in grain and provisions was reasonably active during the greater part of the year, the tendency towards speculation being unusually pronounced. On the whole, the year was a moderately prosperous one, and while the volume of trade in agricultural products was less than for several previous years, the monetary value was greater than had ever been known up to that time. There was, however, a noticeable decline in the quantity of produce shipped from Chicago to Europe on through bills of lading; the aggregate being but 332,297 tons, against 616,718 tons for 1881. In fact, the export trade of the entire country was far less in volume and value than during any year since 1879, while the imports increased over \$80,000,000.

The railway companies entered into an agreement in January, which was sustained throughout the year for maintenance of uniform freight rates. There was, however, a slight interruption of the existing harmony towards the close of the year when a war was inaugurated between the lines extending into Minnesota. It was prosecuted with no little bitterness for some time, to the general advantage of the shippers. On the other hand, lake freights were even lower than in 1881. Ocean freights, owing to light shipment to Europe, ruled unprecedentedly low until after midsummer. During the spring months grain was taken for ballast to a considerable extent, and in some instances a little premium was paid for the privilege of carrying it. In the summer, however, a large number of steamers in the service of

the English government were withdrawn from the carrying trade, and caused an advance in rates, which was thereafter maintained.

The last important event in the history of the Board for this year was the laying of the corner stone of the new Exchange Building, which occurred on the 13th day of December.

At the thirty-fifth annual meeting held in January, 1883, James B. Hobbs was elected president; J. Henry French became first vice-president, and C. L. Hutchinson was chosen second vice-president. The former secretary and treasurer—Messrs. Randolph and Smith—were re-elected to their respective offices.

One thousand nine hundred and thirty-six names were on the roll, of which number three hundred and fifteen had been admitted by approved transfers. There were no new members received by initiation, and the mortuary record enumerated fifteen names.

The assets consisted of—

Invested securities.....	\$83,275 78
Cash on hand	55,178 99
Total.....	\$138,454 77

The following is a statement of receipts and disbursements of the year then closed:

RECEIPTS.

Annual assessments.....	\$38,720 00
Transfers of membership.....	3,515 00
Clerks and visitors' tickets.....	11,205 00
Table and drawer rents and premiums	6,070 50
Interest and dividends	10,661 57
Sale of securities.....	148,028 25

	\$218,198 32
Cash on hand.....	\$63,308 09

\$281,506 41

DISBURSEMENTS.

Rent, heating, salaries and elevators \$	47,397 57
Market and annual report and taxes	8,723 70
Printing and stationery.....	1,162 47
Repairs, lavatory and sundries ..	3,919 83
Legal and court expenses	17,587 80
Taxes on new building	5,901 83
On account of law investigations...	3,266 74
Interest on bonds issued for building	34,611 25
Miscellaneous items	3,756 47
Paid real estate managers	100,000 00

	\$226,327 42
Cash on hand.....	55,178 46

\$281,506 41



Chas. D. Hamill

THE HISTORY
OF THE
CITY OF CHICAGO

The Board was a party in six law suits at the beginning of the year, which circumstance tended to swell the large outlay mentioned in the above table for "legal expenses." Among the suits were those of the "bucket shops" before mentioned, besides others involving the validity of time contracts or options, and the Board's right to exercise discipline upon recalcitrant members. All these suits were decided in favor of the association, while former decisions to the effect that memberships were simply franchises, the subject of neither taxation nor attachment, were affirmed.

The sum of \$200,000 was appropriated towards the erection of the new Exchange building, in addition to the money already devoted to that purpose. It was foreseen that the change would increase the incidental expenses of the Board, and consequently the directors raised the annual dues to \$30.

A complete revision of the rules was made during the year, it having been found that they were in bad condition in consequence of their frequent amendment and modification.

Under the revised rules a clearing-house was established, to meet a want which had been long unsupplied, and the committee having charge of the same reported that the result had fully justified expectations. The business of the association during this year was fairly active, yet trade in general was in some respects somewhat dull. The receipts of wheat fell below those of any year since 1877, although the total quantity of agricultural products handled was somewhat larger than that of the year before, the increase being large in oats, rye and barley. The corn receipts, while not equaling those of the year 1880-1 were nearly one-half more than those of 1882.

Receipts of live stock also increased with the single exception of hogs. There was a radical shrinkage in the price of hogs and cattle, and a large falling off in the prices of wheat and corn. The receipts of lumber and salt were less than last year, while coal shows an increase of 100,000 tons.

During the spring of 1883, France and Germany alleging that American pork was unhealthful, prohibited its importation. In the case of France, it was soon discovered that this policy was unwise and the decree was rescinded by the Ministry within seven months. The Chamber of Deputies, however, at once re-enacted it. The opinion prevailed in this country that the real motive of the two governments named, was the secret desire to protect home pork from the cheaper American meats. The President of the United States appointed a commission to make a thorough investigation of the whole subject and make a report thereon.

Another direct line was opened between Chicago and the seaboard, this year. The Chicago and Atlantic Railroad secured an entrance into the city, connecting at its eastern extremity with the New York, Lake Erie & Western. Lake freights were rather higher than during the preceding year, and the carrying trade was on the whole conducted at a fair profit. Fresh interest was aroused in the subject of the Hennepin Canal by the report of the engineer appointed by Congress to survey the proposed route. The report was of a nature most gratifying to the friends of the project inasmuch as it stated that the proposed route was not only entirely feasible, but that the work could be constructed at a far less cost than had been supposed.

The officers elected at the thirty-sixth annual meeting held in January, 1884, were E. Nelson Blake, president, and George T. Smith second vice-president. The former second vice-president, C. L. Hutchinson, became first vice-president; Mr. Randolph who had so ably filled the office of secretary for fifteen years, resigned in March. George F. Stone was appointed to fill the vacancy until July, and on the first of that month was appointed secretary by the directors. Byron Smith was reappointed treasurer.

Two hundred and twelve members had transferred their seats, with the approval of the Board, ten had died, leaving the total

number one thousand, nine hundred and thirty-three.

The assessment of yearly dues, owing to the increased expenses, was fixed at \$50. The assets of the Board were as follows:

Investments	\$ 78,792 32
Cash on hand.....	24,619 72
	<u>\$103,412 04</u>

The report of receipts and disbursements submitted was summarized as follows:

RECEIPTS

Annual assessment.....	\$ 57,990 00
Fees for transfer of membership, \$25	5,300 00
Sale of tickets.....	10,091 50
Drawer rents and fines.....	1,826 33
Interest and dividends.....	6,405 00
Clearing-house profits.....	6,574 19
Market quotations and messengers..	2,701 25
Sale of securities	3,000 00
	<u>\$ 93,883 27</u>
Cash on hand ..	55,178 99
	<u>\$ 149,062 26</u>

DISBURSEMENTS.

Rent, heating, water, salaries (counsel) and elevators	\$ 43,230 98
Market and annual reports.....	8,597 40
Repairs, printing, lavatory and sundries.....	5,071 19
Legal expenses, counsel, costs, etc.	4,811 56
Furniture and miscellaneous.....	1,432 61
Taxes and assessments on real estate	10,157 30
Interest on building bonds.....	49,885 00
	<u>\$ 124,447 54</u>
Cash on hand ..	24,619 72
	<u>\$ 149,067 27</u>

The call board was discontinued during this year, and the practice of holding afternoon sessions for the purpose of filling late orders was established, aiding largely in doing away with irregular trading and curbstone quotations.

The general trade for the year 1884, was characterized by no little depression. The year opened with a superabundance of goods in the hands of manufacturers, and crops throughout the world were large. The recurrence of the quadrennial presidential election also disturbed business. Values shrank, not only in Chicago but also in all parts of the country. The failures of the year numbered 11,620, an increase of twelve per cent over 1883, and a greater number than

was ever before recorded. The chief cause for these financial disasters was the prevailing and growing spirit of reckless speculation which began in 1879. The failure of Grant & Ward, the Marine Bank of New York, and others of a similar character tended to destroy confidence and cripple commerce. The business of the Chicago Board of Trade shared in the general disaster, but it was exempt from any serious hindrance, and the annual crops were handled with the energy, sagacity and success which had characterized previous years.

The receipts of wheat for the year were 26,397,587 bushels, or 6,033,432 more than those of 1883; and the shipments amounted to 21,096,577 bushels which were 9,317,813 in excess of those of the previous year.

The exports exceeded those of 1883 by 7,183,800 bushels, prices in all agricultural products ruled low, the average for No. 2 spring wheat being 83 $\frac{3}{4}$ cents per bushel, while the range on corn was from 34 $\frac{1}{2}$ to 87 cents. The movement of corn was somewhat less than in 1883. In September a control of the market was perfected, and prices were manipulated at will. So complete masters of the situation were the managing brokers that they would bid 90 and 95 cents, with not a bushel of corn to be sold. The crop of oats was the largest ever grown in the country, amounting to 583,628,000, and that of Illinois, 105,314,915 bushels, was greater than that of any other state. Prices ranged from 23 to 34 $\frac{1}{2}$ cents. Direct shipments to Europe were 52,869 tons less than in 1883, the decrease being for the most part in seeds, flour, cheese, and oil cake. There were, however, about 300,000 bushels more wheat and 1,000,000 pounds more butter exported than in 1882. In fact, the total export exceeded the average of the preceding three years.

Railway freights were characterized by the secretary of the Board at the close of the year as having been "vacillating and disturbing." Published tariffs were departed from to a very large extent. Lake and

canal rates at the same time were lower than for many years past, and in August the average rate by lake for wheat was 4.2 cents from Chicago to Buffalo, and for corn 3.8 cents. From Buffalo to New York by canal was 1.94 for wheat and 1.69 for corn.

At the annual meeting—(the thirty-seventh)—held in January, 1885, E. Nelson Blake was accorded the honor of being re-elected to the presidency, a distinction well worthy of remark, having been only once before conferred upon any occupant of the presidential chair. At the time of the destruction of the old Chamber of Commerce building by fire and the erection of the new one upon its ashes, J. W. Preston was chosen to succeed himself, but no other incumbent of the office had been thus honored. James H. Milne was elected second vice-president, George F. Stone was reappointed secretary, and Byron L. Smith treasurer. Charles S. Fellows was appointed assistant secretary.

The roll of membership embraced 1,925, including 193 transfers. The mortuary list numbered twelve. The assets of the Board were shown to be 1,050 shares of stock of the Chamber of Commerce which cost \$78,792.32, besides cash on hand. The financial statement for the year was thus summarized:

RECEIPTS.	
From assessment of members at \$50	\$ 96,250 00
Transfers and visitors tickets.....	16,239 00
Rents, table and call room.....	5,098 63
Clearing house.....	2,545 74
Dividends, Chamber of Commerce stock.....	4,725 00
Miscellaneous.....	1,053 78
Bills payable.....	50,000 00
	\$175,961 24
Cash on hand.....	24,619 72
	\$200,580 96
DISBURSEMENTS.	
Rent and heating old hall.....	\$ 7,483 91
Rent old hall eight months.....	133,33 34
Taxes, real and personal.....	14,316 00
Elevator expenses old building.....	1,601 55
Salaries, except clerk room.....	17,692 96
Commercial building, less receipts..	5,483 19
Market and annual reports.....	8,638 13
Visible supply reports.....	2,136 97
Printing, lavatory and miscellaneous	9,781 77
Legal expenses, \$5,251.56; quotations \$2,015.40.....	7,266 96
Opening new hall.....	5,859 91
Janitor's service.....	3,512 33
Interest on coupons.....	49,338 75
Furniture of new building.....	19,744 71
	\$ 166,090 48
Cash on hand.....	34,490 48
	\$ 200,580 96

The real estate managers submitted a financial report up to November 15, showing receipts of \$351,351.45 and disbursements of a like sum including \$48,585.74 for outlay upon the new building. The annual dues for 1885 were fixed at \$75.

The year opened with a rather gloomy outlook. There was an evident disposition to cut down expenses, due in part to previous over-trading. This disposition resulted in a wholesale discharge of employes, which in turn brought about a labor strike which seriously interfered, not only with manufacturers, but also with trade generally. After three months, however, this condition of affairs began to correct itself. Stocks of all kinds of merchandise had become so reduced that it was found necessary to replenish them in order to supply the increasing consumptive demand. In consequence the wheels of industry and commerce, began once more to move. The year's failures were numerous, but not equal to those of 1884, and those on 'Change were few and unimportant. Several attempts were made to establish a corner in the corn market, but none of them proved successful. The tendency of prices in provisions was downward throughout the year, and packers' margins of profits were small. During 1885 the number of hogs packed was 5,002,063 against 3,834,668 in 1884.

The lowest average of prices for the past twenty-five years, counting the relative values of articles consumed, was that of 1885. The general level for the year was twenty per cent below that of May, 1860. In 1878, the lowest prices were reached; previous to which, the general average was eighty-three, compared with one hundred in 1861. The average for 1885, as compared with 1860, was 78.53.

Among the important events of the year were the following: A controversy with the "Open Board" induced by the action of the latter association in reference to the obtaining quotations by the "bucket-shops."

An amendment of the rules providing for

the trading in small lots in grain and provisions.

The abolition, in November, of the penalty prescribed for doing business for less than the stated rates of compensation.

The re-establishment of the "call-board" and its subsequent discontinuance.

The opening of the new Board of Trade building on May 1.

The new edifice is, without question, the most costly and ornamental structure of the kind in the world. Its dedication

^{New Building.} occurred on April 29, with brilliant and imposing ceremonies. Delegates and invited guests were present in great numbers, from Liverpool, Toronto, Montreal, New York, Philadelphia, Boston, Baltimore, St. Louis, Milwaukee, St. Paul, Minneapolis, Nashville, Providence, Richmond, Denver, Indianapolis, Sacramento, Mobile, Dubuque, and other places.

The exercises were held in the new building in the presence of an audience of more than four thousand persons, presided over by President Blake. After prayer by Rev. Clinton Locke, D. D., Mr. John R. Bensley, in behalf of the Board of real-estate managers, delivered the keys to the president of the Board and formally turned over the building to the association in an appropriate address. Mr. Blake fittingly responded, after which the oration of the day was delivered by Emory A. Storrs, being an eloquent review of the history, aims and achievements of the Board and its members. Speeches were also made by Hon. Edward Kemble, of Boston; E. O. Stannard, of St. Louis; Hansford White, of Liverpool, England; E. Sidney D. Maxwell, of Cincinnati; W. Welch, of Philadelphia, and others.

The day closed with a banquet given to the members and four hundred and fifty-seven invited guests at the Grand Pacific hotel.

The building itself—the corner stone of which, as has been stated, was laid on December 13, 1882—has a frontage of 173½ feet on Jackson street, at the south end of

La Salle, 215 feet on Sherman and Pacific avenues, and is surmounted by a tower 310 feet high above the level of the sidewalk. The rear portion of the edifice is 160 feet high and devoted to offices, the majority of which are rented and the remainder used for the transaction or facilitation of necessary business of the Board. The tower forms the most striking feature of the structure. It is 32 feet square at the base, and at a height of 225 feet each face is supplied with a conspicuous clock dial. The material used up to this point is stone, and from thence to the pinnacle iron. The large doorways at the entrance are supported by polished columns of gray granite. The stone used in the building is Fox Island granite, and its entire cost was \$1,730,000. The Exchange hall proper is 152 by 160 feet in dimensions, and 80 feet high. The offices and rooms are finished in mahogany, finely frescoed and adorned with artistic wood mantels.

The thirty-eighth annual meeting of the Board was held January 4, 1886. The election of officers resulted in the choice of A. M. Wright, as president, and George D. Rumsey, as second vice-president. J. H. Milne became first vice-president. The board of directors at their annual meeting re-elected George F. Stone to the secretaryship, and John C. Black was made treasurer. The Hon. Sidney Smith was appointed counsel.

The membership was reported as being one thousand nine hundred and thirty-three, and the number of transfers as one-hundred and eighty. The number of deaths for the year was twenty, among them being three ex-presidents of the Board—Julian S. Rumsey, Charles Walker and Josiah W. Preston.

Mr. Rumsey was one of the charter members of the association and a man of keen sagacity, sound judgment and unimpeachable integrity. He was mayor of Chicago during the eventful year of 1861, and by his wise counsel, rare executive ability, and patriotic energy he honored the city which he served. Mr. Walker was president during 1856–57,

BOARD OF TRADE



and Mr. Preston during 1871-72. Both gentlemen left behind them the record of an honorable career.

The financial summary for the year was as follows:

RECEIPTS.

1,915 annual assessments at \$75.....	\$ 143,625 00
18 not paid, but secured by membership.....	1,350 00
18 th transfers.....	4,726 00
Visitors' tickets.....	5,430 00
Clerks' tickets.....	\$ 2,870 00
Less salary clerks' room manager.....	919 00
	1,951 00
Railroad and other agents' tickets.....	3,562 50
Messengers' tickets.....	730 00
Quotation department.....	3,037 86
Dividend on Chamber of Commerce stock.....	2,100 00
Rents—Call room and telephone room.....	1,619 77
Clearing House.....	2,847 36
Profit and loss—collection account, 1885.....	286 08
Real Estate Com., account rec'd.....	\$131,824 19
Real Estate Com., account paid.....	71,624 96
	60,199 23
Table rent.....	5,760 75
Total receipts.....	\$237,384 55
Cash on hand January 6, 1886.....	34,490 48
	\$271,875 03

DISBURSEMENTS.

Salaries—Office.....	\$ 13,013 74
Hall.....	6,454 29
Legal.....	4,894 86
Legal; extra, bridge counsel.....	300 00
Sundry expenses, including extra stenographic work, copying legal documents, etc.....	1,030 32
Janitor's salary, including weekly scrubbing.....	3,862 00
Lavatory, soap, and towels and washing same, also janitor's sundries.....	1,610 11
Market reports—Beerbohm cable.....	585 00
Market reports—Jones' cable.....	1,503 91
Two tickets for main hall.....	2,500 00
Extra telegraphing.....	910 29
Blackboards clerk's salary.....	840 00
Visible supply telegraphing.....	476 35
Receipts and shipments telegraphing.....	598 03
Stock Yards reports.....	183 33
New York exports, Chicago custom house reports, etc.....	479 00
Chicago Freight Bureau assessment.....	7,000 00
National Board of Trade assessment.....	220 00
National Board of Trade, expenses of delegates.....	357 50
Delegates to Duluth.....	175 00
Delegates to Washington.....	123 00
Balloting expenses.....	495 00
Annual reports.....	2,870 83
Rules, separate and bound with reports.....	712 00
Stationery and printing, including all supplies sent to R. Rs. postage stamps, etc.....	1,448 89
Newspapers and circulars.....	78 62
Printing directors' records.....	243 06
Furniture.....	969 46
Repair furniture.....	93 61
Dedicatory book.....	737 32
Secret service, Pinkerton.....	154 00
Interest on bonds.....	77,150 00
Rent, Chamber of Commerce.....	5,000 00
Rent, Commercial Building.....	10,000 00
Heating Chamber of Commerce and Commercial Building.....	180 00
Taxes on Real Estate.....	19,335 00
Taxes on personal property.....	312 70
Dues 1885, paid twice, refunded.....	50 00
Unpaid dues credited to annual assessments and secured by membership.....	1,350 00
Loan paid.....	50,000 00
Due from telegraph co. account quotation department and credited to that account in receipts.....	750 00
Profit and loss—appeals.....	10 00
Total disbursements.....	219,058 47
Cash on hand.....	52,816 56
	\$271,875 03

The surplus cash on hand, the sum of \$12,900, was reserved for the rent which might be due to the Chamber of Commerce at the close of the fiscal year. The directory reported that negotiations were still pending with the latter organization for an adjustment of the existing leases of the old hall and commercial building, and expressed the hope that an equitable settlement might soon be reached.

The Board scored a triumph in their first test case against the "bucket shops." It was heard by Judge Bagby in the circuit court in September, and the position of the association sustained and the case appealed.

The year was a prosperous one for the Board. The crops of cereals in the country were almost equal to the average of the preceding five years, although wheat, corn and oats showed a decrease in the quantity grown, while the acreage sown was six million in excess of that of the previous year. The export trade fell off during the year to the extent of \$27,000,000 of which the decrease of \$50,000,000 was in exports to the United Kingdom. The decline was chiefly in bread-stuffs, sugar, provisions, cattle and copper.

The agricultural products constituted nearly 73 per cent. of the total exportation of domestic merchandise. In this connection it is of interest to note that of over 52,000,000 bushels of grain shipped from New York during the year 1886 not one bushel was exported in American bottoms.

The grain elevators of Chicago, at the opening of the year 1886, had a storage capacity of 27,000,000 bushels. On the 31st of December of that year they contained 19,188,645 bushels, being the largest quantity held at any time during the year.

The following was the range of prices of some of the chief articles dealt in by the members of the Board: Wheat from 69 $\frac{3}{4}$ to 84 $\frac{1}{2}$ cents; flour (all grades) from \$1 to \$5.25 per barrel; corn from 33 $\frac{1}{2}$ to 45 cents; oats from 32 $\frac{1}{4}$ to 35 cents; pork from \$2.20 to \$12.25 per barrel; lard from 5 $\frac{1}{2}$ to 7 $\frac{1}{2}$ cents per pound.

The receipts of wheat, flour and corn were as follows: Of wheat, 16,771,743 bushels, as against 18,909,717 bushels in 1885; of flour, 4,139,165 barrels; of corn, 956,247 bushels.

The trade in live stock and provisions showed a slight advance over that of 1885, the receipts of cattle, hogs, sheep and horses aggregated for the year 970,320 head, valued at \$166,741,754 as against 9,924,507 head received the year preceding, valued at \$173,598,002. The total shipments for the year amounted to 3,107,416—253,408 in excess of the shipments of 1885.

The business in dressed beef was satisfactory, there being an ample supply of good cattle and an active demand for beef products. The reputation of Chicago dressed beef contributed to the favorable result. Large orders from European countries were filled, and all forms of the product were liberally shipped to the southern states, as well as to nearly every market in the country. The number of cattle slaughtered in Chicago for the dressed beef trade for the year beginning March 1, 1886, was 1,608,202, or about 200,000 more than were slaughtered for the same purpose the year preceding.

The number of hogs packed during the year ending March 1, 1886 was 4,425,341; for the previous year 4,928,730.

While warehouse receipts for grain, as has been said, held a high place in the estimation of bankers as securities, provision receipts were not looked upon with like favor. During the year 1886 the directors devoted considerable time to the consideration of the best means of providing better protection for holders of this description of securities. After conferring with the leading bankers of the city, dealers in provisions, brokers and other interested parties, certain changes in the "requirements of warehousemen for the storage of provisions" were decided upon and adopted. The provision registrar was required to cause daily examination to be made of stocks of registered provisions in all warehouses and to post in

his office daily the result of such examination, in order that holders of registered provision warehouse receipts might obtain, at any time, detailed information concerning property registered.

Another important change was made in reference to the "requirements for prime steam lard," to take effect January 1, 1887. The amended rules read as follows:

"Standard prime steam lard shall be solely the product of the trimmings and other fat parts of hogs, rendered in tanks by the direct application of steam, and without subsequent change in grade or character by the use of agitators or other machinery, except as such change may unavoidably come from transportation. It shall have proper color, flavor, and soundness for keeping, and no material which has been salted shall be excluded. The name and location of the renderer, and the grade of the lard, shall be plainly branded on each package at the time of the packing."

During the year 1885, there had been organized the Chicago Freight Bureau, the aim of which organization was the reduction of storage rates and terminal charges on grain, and the abolition of unjust discrimination in rates of freight. The Board entered into a contract with this organization, under the terms of which the association was to pay one-half of the expenses of conducting the Bureau. The Board's share of these expenses for the year ending November 15, 1886 was \$6,210.10. The directors reported that material benefit had accrued to the members from the contract.

At the thirty-ninth annual meeting, held in January, 1887, there were reported to be 1,930 members on the roll, and to have been sixty-eight membership transfers, and fourteen deaths. The staff officers for the coming year were as follows: President, A. M. Wright; first vice-president, George D. Rumsey; second vice-president, William S. Seaverns; secretary, G. F. Stone; treasurer, C. L. Hutchinson.

The receipts for the year, including cash

on hand, were \$282,307.84; and the disbursements \$280,621.33.

An examination of the item of real estate shows a large expenditure upon account of the annulment of the old Chamber of Commerce lease. The cash payment applied to this end would have absorbed a per capita assessment of \$58 on the entire membership of the association in order to have maintained the surplus in the treasury of the Board that would otherwise have existed at the close of the last fiscal year (1887), but deeming it then inexpedient to attempt the levying of an immediate assessment, temporary provision was made for the funds necessary, above the existing surplus at that time available; and the deferred intermediate assessment, less than the above surplus, was added to that for the ensuing year's estimate.

The directors reported that all the remnant of floating indebtedness resulting from unadjusted contracts on account of the construction of the new building had been paid. The incubus imposed by the old Chamber of Commerce lease had been removed, and the Board, for the first time since the construction of the new building was undertaken, was able to reach an exact comprehension of its financial situation. There yet remained a bonded indebtedness of \$1,500,000 bearing interest at 5 per cent. per annum. The annual insurance on the building was \$11,000, and the taxes and assessments approximated \$20,000 per year, making the total fixed charge on account of the building \$106,000.

The year 1887 was one which seriously tested the financial strength and intrepidity of the members of the Board. It was the year of the so-called "Cincinnati syndicate," of which Harper, of Cincinnati, was at the head. It was controlled through the agency of millions filched from the great national bank which was wrecked in the enterprise. The directors characterized the operation of the leaders of the movement as a "gigantic

conspiracy against the Board of Trade," and added that the "fate of the Keenes, the Handys and the Harpers" should henceforth be suggestive to the gentlemen of the commercial and financial "highway" that this Board does not present an inviting field for their favorite operations.

The subject of transportation continued to engross much of the attention of the Board, and the year 1887 witnessed substantial progress in the direction of securing definite bills of lading from railroad companies for bulk shipments of grain from the Chicago market; nor were the efforts of the association to prevent discrimination against this city relaxed. While the Board did not seek any advantage in rates from Chicago, relatively, over those from other Western points, it did insist that no railroad or combination of railroads should be permitted to make discriminating rates which should divert commerce through unaccustomed and unnatural channels away from or around this city. In these efforts the Board received the co-operation of the management of the leading trunk lines terminating at Chicago.

The business of the year, generally speaking, fulfilled reasonable expectations. In most departments of trade results were satisfactory, both in regard to volume and prices. Contentment with a reasonable percentage of profits, and a refusal of business unless accompanied with fair returns, characterized the business management.

The agricultural products of the country at large, with the exception of corn, were up to the average of the preceding years. The prosperity of general trade, manufacturing, the distribution of a great variety of commodities, the maintenance of collateral securities, all depend upon the yield of the great cereals, and upon the facilities for marketing the crops, by which may be made instantly available the enormous resources of the great agricultural areas, thus

supplying remittances to merchant and banker, and daily meeting obligations in all markets.

The price of wheat on the exchange during the year ranged from 66 $\frac{1}{2}$ cents to 94 $\frac{3}{4}$ cents, the highest figures being paid in August and the lowest in June. The receipts amounted to 21,841,251 bushels, which exceeded the quantity received in any year except 1884, since 1882. The shipments aggregated 26,850,759 bushels, which surpassed the quantity shipped during any year since 1879, and, with that exception, since 1874. The shipments of flour in 1887 also amounted to 1,500,000 barrels more than in any other year. The receipts of corn were smaller than those of any year since 1882, being 51,578,410 bushels, as against 62,851,504 bushels during the year 1886. The shipments also showed a falling off, being 50,467,814 bushels, or 6,000,000 bushels less than those of the year preceding. Prices ranged from 33 cents in February to 51 $\frac{1}{2}$ cents in December. The receipts of oats were the largest ever known, being 45,759,842 bushels, or 4,300,000 more than in any other year. Shipments aggregated 37,663,330 bushels, which exceeded the shipments of any previous year by about 5,300,000 bushels. The lowest quotations were those of March and April and the highest those of December, the range being 23 $\frac{3}{4}$ cents to 31 $\frac{1}{2}$.

The fortieth annual election of officers, held in January, 1888, resulted in the choice of Charles L. Hutchinson, as president; George G. Parker, as second vice-president. Mr. W. S. Seaverns succeeded to the first vice-presidency; and Messrs. George F. Stone and John C. Black were reappointed secretary and treasurer, respectively. The roll embraced the names of one thousand nine hundred and twenty members, and the mortuary list included twelve names.

The directors in their annual report congratulated the Board upon its improved financial condition. During the year 1887 its affairs were conducted with commendable

regard for economy, and yet without lessening the efficiency of the organization.

The financial statement for the year 1888 showed receipts to have been \$242,778.05, and disbursements, \$223,462.67.

At the close of the year there was a surplus of over \$70,000 in the hands of the treasurer. Of this sum \$50,000 was expended in the purchase and cancellation of bonds of the Board. The annual assessment for 1888 was unusually large, being \$90 per capita, but the sound financial condition of the association justified the directors in fixing the dues for 1889 at \$70.

The directors called attention to the fact that under the existing rules, no adjournment of the sessions could be made without the vote by ballot of the full Board, and recommended, with a view to avoiding delay and expense, that a modification should be made, conferring this duty upon the Board of directors. They also congratulated the members that the year had been, generally speaking, a prosperous one, there having been but few failures although fluctuations in prices had been within a wide range, and sometimes even wild.

The volume of trading on the floor of the exchange was considerably in excess of that during 1887, especially in wheat, the speculative trading having been stimulated by an early report of a shortage in this cereal and the prospect of a large foreign demand. The result was the forming of two parties, one believing in the probability of higher prices, and the other being of the opinion that prices would decline. The "bulls" ultimately came out victorious, wheat reaching the extraordinarily high prices of \$2 in September. The receipts of the year amounted to 13,438,099 bushels, as against 21,848,251 bushels in 1887, and were smaller than during any year since 1872, owing to the reduced quantity and limited marketing of the crop of 1887. The lowest quotation was in April, when wheat sold for 71 $\frac{1}{2}$ cents.

The receipts were larger than for any year since 1883, being 74,208,908 bushels, or over



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23,000,000 bushels more than those of 1887. Trading in this cereal during the first part of the year was extensive and animated, but was less active as the season progressed. The range of prices was from 33 $\frac{1}{2}$ cents to 60 cents, the highest quotation being in May and the lowest in December.

The receipts of oats surpassed those of any previous year in the history of the trade, aggregating 52,184,878 bushels, as against 45,750,842 bushels in 1887. Prices ranged from 38 cents in May down to 23 $\frac{1}{8}$ cents in September.

The receipts of cattle amounted to 2,611,543, as against 2,382,008 during the previous year, and 1,963,900 in 1886, being the largest ever received in any year up to that time. The shipments aggregated 968,385 head, as against 791,483 in 1887 and 704,615 in 1886, this also exceeding the record of any previous year. The receipts of calves, sheep, horses and hogs were also phenomenally large. Prices for all sorts of live stock ruled high and the business of the year was unusually satisfactory to dealers.

The number of cattle used for dressed-beef and canning for the city trade for the year 1888 was 2,650,627, as against 1,963,051 in 1887, and 1,698,292 in 1886. At the same time the export trade in beef and pork was not equal to that of the year preceding, by 23,793,739 pounds.

The Board of Trade Stock Exchange, having outlived its usefulness, came to an end this year.

The officers for the year 1889—the forty-first in the history of the Board of Trade—were as follows: President, W. S. Seaverns; first vice-president, George G. Parker; second vice-president, E. W. Bailey; secretary, George F. Stone; treasurer, C. L. Hutchinson.

The number of names on the roll at the beginning of the year was one thousand nine hundred and nineteen; the number of approved transfers was two hundred and eleven. The mortuary list for the year included fourteen names.

The directors submitted the following summary of the receipts and disbursements for the year: Receipts \$282,168.99; disbursements \$263,770.36.

The business of the Board during the year 1889 was fairly satisfactory, and was marked by a conservative mercantile conduct, which prevented serious fluctuations in prices, and imparted confidence in general financial soundness.

The passage of a law authorizing corporations existing under special charter to own and enjoy as much real and personal estate as should be necessary for the transaction of their business was regarded by the Board with much satisfaction, inasmuch as it enabled the directors to pursue the policy of retiring its bonds without violating the terms of its charter.

Rates of freight fluctuated less than in former years. This result was attributable, in no small degree, to the effects of the Chicago Freight Bureau, which rendered valuable service to the grain-receiving and provision interests. The directors urged that the Board continue its connection with the Freight Bureau and that the members avail themselves more freely of this agency in the presentation of their freight grievances, and, indeed, all matters pertaining to freight complications and adjustments.

The committee on weighing reported that the Chicago & Grand Trunk, the Baltimore & Ohio and New York, Chicago & St. Louis railroads had constructed approved hopper scales for weighing and transferring grain. The committee urged upon the railroad commissioners to compel those lines which had not in all respects conformed with the statute promptly to obey its mandates, in order that the grain growers, shippers and merchants might have the protection to which they were entitled.

Delegates were sent to represent the Chicago association at the meeting of the National Board of Trade, held at Louisville, Ky., in the month of October. This meeting was one of great importance, and in

reference to the influence exerted by the National Board of Trade the directors in their annual report used the following language:

"An increased interest has been awakened in this organization as an influential channel through which the discussion of economic questions, by eminent and successful merchants, finds its way to State and national councils, thus preventing vicious and partially considered legislation upon many subjects vital to National commercial prosperity."

The receipts of grain, and its equivalent in flour at Chicago in 1889 aggregated 183,563,208 bushels, showing an increase of 975,020 bushels over those of 1888, which were the largest ever received up to that time. There was an increase of 5,324,577 bushels in wheat, of 5,711,783 bushels in corn, and 136,912 bushels in barley; while in oats there was a decrease of 2,283,936; in rye, 161,587 bushels, and in flour, 7,723,073 barrels. The shipments of grain also exhibited a very considerable increase, the total excess over those of 1888 being 22,376,011 bushels, made up of 4,329,556 bushels of wheat, 14,339,273 bushels of corn, 9,574,863 bushels of oats, 56,986 bushels of rye, and 365,758 bushels of barley. On the other hand, there was a decrease in shipments of flour amounting to 1,575,646 barrels, which represented 6,302,584 bushels of wheat. This falling off was attributable to an absence of demand in the local trade, due to an accumulation of stocks in the autumn of 1888 and to heavy shipments direct from Duluth to eastern markets. At the same time it should not be forgotten that a large share of the shipments of flour was controlled by Chicago firms. This feature of the flour trade is becoming year by year more prominent, as it renders possible a saving of expense which furnishes a fair margin of profit to the miller.

The provision trade for the year 1889 presented a remarkable exhibit. The receipts of cured meats were nearly double those of 1888, being 279,307,926 pounds, against

146,728,592 for the year preceding. The receipts of lard amounted to 99,952,687 pounds, against 70,555,797 in 1888, showing an increase of 29,096,890 pounds. This remarkable accretion of trade was due to the rapid development of the meat packing industry at Missouri river points, the most important of which are Sioux City, Omaha, Nebraska City and Lincoln, in Nebraska, Kansas City and St. Joseph, in Missouri, and Atlantic, Iowa.

The receipts of dressed beef, also, exhibited the enormous increase of 72 per cent., aggregating 88,894,033 pounds; while the shipments exceeded those of 1888 by 184,243,802 pounds.

The increase in the local output of the three articles last mentioned in 1889, as compared with 1888, was as follows: 17,473,449 pounds cured meats, 57,272,932 pounds of lard, and 146,406,103 pounds of dressed beef.

The receipts of live stock for the year were larger than during 1888, comprising 3,023,281 cattle, 122,968 calves, 1,998,526 hogs, 1,832,409 sheep and 79,926 horses.

At the forty-second annual meeting of the Board, held in 1890, the officers chosen were: President, William T. Baker; first vice-president, E. W. Bailey; second vice-president, J. G. Steever; secretary, G. F. Stone; assistant secretary, R. S. Worthington; and treasurer, E. A. Hamill.

The total membership for the year was 1,913, and the number of transfers 237, yielding a revenue of \$5,925.

The mortuary list for the year nearly doubled that of any previous year, including twenty-six names, among them being those of three ex-presidents of the Board, viz: Charles E. Culver, Asa Dow and A. M. Wright.

The directory reported \$284,641.84 received and \$262,672 53 disbursed.

During the year the directors purchased and canceled \$50,000 of the bonds of the Board, leaving a total indebtedness of \$1,350,000, bearing interest at five per cent.

per annum, payable semi-annually and due in 1933, or, at the option of the Board, at any time after 1893. The directory recommended the continuance of the policy of purchasing this amount of the bonds of the Board annually, with a view steadily and substantially to reduce the bonded debt to save the outlay of \$2,500 each year for interest, and to lower the insurance premium on the Board's property.

The annual assessment was fixed for the year 1890 at \$70, being \$20 less than for 1888.

The report of the directors contains some interesting figures showing the disproportion existing between the sum received for rent and the expenses incurred on account of real estate. The former amounted to \$99,585.46, while the expenditures were as follows:

Interest on bonds.....	\$ 69,443 75
Taxes on real estate.....	20,124 14
Insurance on buildings.....	7,280 00
Expenses of the R. E. Dept.....	57,180 08
	<hr/> \$124,007 97

The difference, amounting to \$54,422.51, may be considered as the cost to the Board for the use of the Exchange hall and all other rooms occupied by the association.

The warfare between the Board and the "bucket shops" was continued during the year. In reference to this subject the directors say in their report:

"The evils caused by the 'bucket shops' had become alarming, and their effect upon the prices of the chief cereals was so disastrous to the agriculturist and to the merchant, that your directors conceived it to be their duty, under your instructions, to withhold the quotations of the Board from those who, it is believed, desired them for unlawful purposes. In order to accomplish this result it was necessary, under the decision of the supreme court of Illinois, to entirely discontinue the collection and dissemination of your market quotations. The market quotation department, therefore, was entirely dissolved, and all telegraphic instruments and appliances were summarily removed

from the Exchange hall. This also had the effect of relieving the Board from furnishing quotations to certain concerns which had enjoined the Board from withholding such quotations."

There were not wanting those who viewed the adoption of this policy with more or less apprehension. The event, however, fully justified the directors in taking the step. That portion of the year when quotations were collected and disseminated, the account of the Board of Trade clearing house showed a loss of \$600, while from the date of the discontinuance of the quotations, viz.: April 1, to the close of the year the volume of trade increased to such an extent that it showed a gain of about \$5,000. An indication of the amount of speculative business in grain is furnished by the total clearances for the year, which amounted to \$86,627,157.25, as against \$55,463,080.75 in 1889. The heaviest business of the year was transacted during the months of May and August.

The inter-state commerce law received efficient support, the directors insisting particularly that all facilities offered by common carriers should be enjoyed absolutely without discrimination as to person or volume of business.

Many subjects of public interest were acted upon by the Board during the year. Decisive action was taken against the use by individuals or corporations of government piers situated on lake ports, notably with reference to the pier in Chicago harbor and at the port of Buffalo, New York. Resolutions were adopted favoring reciprocity between South American countries and the United States, and recommending that it should extend along parallels of latitude with special reference to those articles which other countries could more economically furnish than could our own.

The directory also favored the passage of the Torrey bankrupt law and the consolidation of the United States revenue and naval services; petitioned the Board of aldermen of the city of Chicago to appropriate a sufficient

amount of money to deepen the Chicago river; protested against the passage of the Butterworth bill; urged an early decision by the inter-state commerce commission of the case brought before them by the Chicago Board of Trade, with reference to the discrimination in the rate of freight upon dressed meat as against that on live hogs; petitioned Congress to take such measures as would insure the unobstructed navigation of the Mississippi river; protested against amending the inter-state commerce act so as to include lake vessels; against the passage of the bill known as the Conger bill, and against any further legislation by Congress in regard to silver.

A delegation was sent to represent the Board at the annual meeting of the National Board of Trade, held at New Orleans in December. The resolutions presented by the Chicago delegates were important, and save in one particular, were adopted. The meeting was one of the most successful ever held. Many important subjects were presented, and were profitably and thoroughly discussed.

The officers of the Board for 1891 were: William T. Baker, president; J. G. Steever, first vice-president, and J. T. Rawleigh, second vice-president. George F. Stone was re-elected secretary for the seventh time. One hundred and ninety transfers and twenty-four deaths occurred during the year, the mortuary list embracing the name of Samuel H. McCrea, an ex-president of the Board.

Considered in its entirety the year was an eminently prosperous one. The membership roll had lengthened until it included more than nineteen hundred names. While there had been fully the usual amount of speculative trading, comparatively few failures were reported; and business had been conducted upon a basis which afforded a fair profit.

The year opened with a balance in the treasury of \$21,069.31. By way of illustrating the contrast between the early and present operations of the organization, the fol-

lowing detailed statement of receipts and expenditures for 1891 is given:

RECEIPTS.	
1,909 annual assessments, at \$65.....	\$124,085 00
199 transfers, at \$25.....	4,975 00
40 Special (6 months) tickets, at \$32.50.....	1,300 00
10 Special Messengers' tickets, at \$32.50.....	325 00
From visitors' tickets.....	10,517 66
From messengers' tickets.....	1,007 00
From clerks' tickets.....	\$1,865 00
Less manager settling room's salary.....	840 00
	1,025 00
From table rents.....	6,725 40
From rental of telephone room.....	169 89
From sales of badges.....	74 50
From Board of Trade clearing house.....	7,214 26
From real estate department.....	112,281 99
Held in trust for appeal not tried.....	15 00
	\$269,716 00
Cash on hand January 6, 1891.....	21,969 31
	\$291,685 51

EXPENDITURES.	
Interest on bonded debt.....	\$65,716 50
Purchase of \$50,000.00 Board of Trade bonds.....	51,979 92
Taxes on real estate.....	23,540 87
Insurance on building, rentals, etc.....	10,822 27
Expenses of real estate department.....	53,864 93
Office salaries, including secretary and assistant.....	1,359 32
Salaries, Exchange Hall employees.....	6,047 00
A. W. Green, attorney, legal services.....	5,000 00
Other legal expenses.....	15 00
Janitor's salary, including scrubbing.....	3,860 00
Soap, towels and sundries for lavatory.....	500 53
Washing towels.....	644 84
Ice.....	186 87
Market reports, ticker service.....	2,011 50
Market reports, cables.....	4,975 98
Market reports, blackboard clerk.....	840 00
Market reports, other clerk.....	840 00
Chicago Freight Bureau.....	4,403 33
Statistical information from New York, Buffalo, Illinois and Michigan Canal, Custom House and Union Stock Yards.....	932 03
Telegraphing.....	1,434 76
Annual reports and rules.....	2,236 07
Stationery, printing and postage.....	1,721 14
Newspapers and circulars.....	101 40
Special service.....	2,636 11
Assessment National Board of Trade.....	205 00
Assessment National Transportation Association.....	225 50
Delegates to National Transportation Association.....	22 85
Balloting expenses.....	200 00
Furniture.....	134 05
Repairs.....	24 65
Insurance on furniture.....	56 00
Rental of telephone.....	125 00
Sundry expenses.....	250 32
Engrossing resolutions.....	15 00
Paid appeals held over from 1890.....	10 00
	\$259,538 79

Cash on hand and in hands of treasurer, January 5, 1892..... 32,146 72

Receipts..... \$291,685 51
Expenditures..... 259,538 79

Cash on hand and in hands of treasurer, January 5, 1892..... \$ 32,146 72

The bonded indebtedness was reduced \$50,000, through the purchase of obligations, leaving a balance due of \$1,300,000, bearing 5 per cent interest, maturing in 1933. The directors recommended that this be refunded at 4 per cent., although the immediate execution of the project was not considered advisable.

Members were assessed \$65 by way of



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annual dues. This was a reduction of \$5, yet, after paying all debts and purchasing bonds as above mentioned, the balance on hand at the close of the year exceeded that at the beginning by \$10,177.41, which was largely due to an increase of \$12,914.54 in the income derived from rents.

Clearances for the year through the Board of Trade Clearing House aggregated \$104,083,529.67, or nearly \$17,500,000 more than those of the previous year.

Telegraph instruments were replaced upon the floor of the Board room during the year. Leases were made to the Western Union, the Postal Telegraph and the Milwaukee Telegraph companies, under the terms of which the lessees were granted space in the exchange hall, while the association retained prior and superior rights.

Matters of more general interest also came in for a due share of attention. The Board was represented by a delegation at the "waterway convention" which assembled at Detroit on December 17, 1891, and which had for its main object the securing of a national appropriation for the deepening of lake channels. The directory moreover recommended to Congress the placing of a new iron and steel propeller upon Lake Michigan as a revenue cutter, besides the construction of two new cutters for the Pacific coast and one for Lake Ontario.

The year 1892 was characterized by no special feature other than a continuance of the Board's vigorous policy of opposition to the anti-option legislation championed by representatives Hatch and Washburn in the national legislature.

The number of annual assessments on members—sixty-five dollars each—was 1,909; there were one hundred and fifty-three transfers, and twenty deaths among members, among them being that of Hiram Wheeler, an ex-president of the association universally esteemed. Charles D. Hamill was elected president; James T. Rawleigh, for first vice-president, and R. G. Chandler was chosen second vice-president; George F. Stone was once more re-elected to the office of secretary,

and Ernest A. Hamill acted as treasurer.

At the opening of the year there was in the treasury \$32,146.72. The receipts of the Board from all sources were \$280,997.94; making a total of \$313,144.66. The expenses aggregated \$282,238, leaving a cash balance of \$30,906.55, including \$10,000 in bills payable. The bonded indebtedness was reduced by \$50,000, leaving bonds yet outstanding to the amount of \$1,250,000. It was deemed best by the Board of directors to discontinue the purchase of these obligations, and in consequence membership fees were reduced from \$65 to \$45. Several important repairs were made to the building, and to the steam and electric plants, the result being that the outlay by the real estate department for interest on bonds, taxes, insurance and other expenses exceeded the rentals received by \$42,044. This difference, as heretofore said, was regarded as the cost to the Board for the use of the exchange hall and all other rooms occupied by the association.

The receipts of grain and of flour in its grain equivalent aggregated 256,000,000 bushels—the largest in the history of the Board. Of the various forms of meat 2,063,000,000 pounds were shipped (of pork 291,784 barrels), and 399,000,000 pounds of lard. The menace of hostile legislation militated against receipts; yet Chicago's unrivaled facilities for the rapid distribution of merchandise and for minimizing the cost of commercial transactions, sustained the city's position as the largest grain and provision market in the world. The committee on transportation, by its intermediary efforts on behalf of shippers, not only with railroads centering in Chicago, but also with those whose *termini* are at the seaboard and other eastern cities, contributed in no small degree to the large volume of business transacted by receivers and shippers of the association. The work of the freight bureau was also of great value. Of the \$11,467.30 in claims \$8,126.33 was the sum reported adjusted and paid, with reasonable prospect for the collection of \$2,600 additional at the end of the year.

Officers for 1893 were chosen as follows: president, Milton C. Lightner; secretary, President, Charles D. Hamill; first vice- George F. Stone.
 president, R. G. Chandler; second vice- The following is a complete roster of officers:

YEAR.	PRESIDENTS.	VICE-PRESIDENTS.	SECRETARIES.	TREASURERS.
1858-59.	Julian S. Rumsey	Thos. H. Beebe	W. W. Mitchell	W. W. Mitchell
1859-60.	Julian S. Rumsey	Thomas H. Beebe, 1st Stephen Clary, 2nd	Seth Catlin	Geo. Watson.
1860-61.	I. Y. Munn	Eli Bates, 1st Jno. V. Farwell, 2nd	" "	" "
1861-62.	Stephen Clary	Clinton Briggs, 1st E. G. Wolcott, 2nd	" "	" "
1862-63.	C. T. Wheeler	W. H. Low, 1st J. L. Hancock, 2nd	" "	" "
1863-64.	Jno. L. Hancock	N. K. Fairbank, 1st Chas. Randolph, 2nd	Jno. F. Beaty	Geo. F. Rumsey.
1864-65.	Jno. L. Hancock	Thomas Parker, 1st C. J. Gilbert, 2d	" "	" "
1865-66.	Chas. Randolph	T. Maple, 1st Jno. C. Dore, 2nd	" "	" "
1866-67.	John C. Dore	P. L. Underwood, 1st E. W. Densmore, 2d	" "	" "
1867-68.	Wiley M. Egan	Lyman Blair, 1st C. B. Goodyear, 2nd	" "	" "
1868-69.	E. V. Robbins	E. K. Bruce, 1st J. D. Cole, Jr., 2nd	" "	" "
1869-70.	J. M. Richards	S. H. McCrea, 1st H. A. Towner, 2nd	Chas. Randolph	L. V. Parsons.
1870-71.	S. H. McCrea	B. F. Murphy, 1st P. W. Dater, 2nd	" "	George Sturges.
1871-72.	J. W. Preston	Chas. C. Culver, 1st Wm. N. Brainard, 2nd	" "	Orson Smith.
1872-73.	J. W. Preston	Chas. E. Culver, 1st W. N. Brainard, 2nd	" "	" "
1873-74.	Chas. E. Culver	" " 1st H. Priestley, 2d	" "	" "
1874-75.	Geo. M. How	" " 1st J. R. Bensley, 2nd	" "	" "
1875-76.	Geo. Armour	" " 1st D. H. Lincoln, 2nd	" "	" "
1876-77.	J. R. Bensley	" " 1st Josiah Stiles, 2nd	" "	" "
1877-78.	D. H. Lincoln	" " 1st W. Dickinson, 2nd	" "	" "
1878-79.	N. K. Fairbank	" " 1st J. H. Dwight, 2nd	" "	" "
1879-80.	Asa Dow	" " 1st H. W. Rogers, Jr., 2nd	" "	C. J. Blair.
1880-81.	J. H. Dwight	" " 1st R. W. Dunham, 2nd	" "	" "
1881-82.	H. W. Rogers, Jr.	" " 1st W. E. McHenry, 2nd	" "	" "
1882-83.	R. W. Dunham	" " 1st J. H. French, 2nd	" "	B. L. Smith.
1883-84.	Jas. B. Hobbs	" " 1st C. L. Hutchinson, 2nd	" "	" "
1884-85.	E. N. Blake	" " 1st G. T. Smith, 2nd	Geo. F. Stone	" "
1885-86.	E. N. Blake	" " 1st J. H. Milne, 2nd	" "	" "
1886-87.	A. M. Wright	" " 1st G. D. Rumsey, 2nd	" "	J. C. Black.
1887-88.	A. M. Wright	" " 1st Wm. S. Seaverns, 2nd	" "	C. L. Hutchinson.
1888-89.	C. L. Hutchinson	" " 1st Geo. G. Parker, 2nd	" "	J. C. Black.
1889-90.	W. S. Seaverns	" " 1st E. W. Bailey, 2nd	" "	C. L. Hutchinson.
1890-91.	Wm. T. Baker	" " 1st J. G. Steever, 2nd	" "	E. A. Hamill.
1891-92.	Wm. T. Baker	" " 1st J. T. Rawleigh, 2nd	" "	E. A. Hamill.

The subjoined tables afford a synoptized statistical view of the trade and commerce of Chicago in sundry leading articles for a series of years. The author acknowledges his obligations for the same to the carefully prepared reports of the able and efficient secretary of the Board of Trade, Mr. George F. Stone, who enjoys an enviable reputation at commercial centres on both sides of the Atlantic.

[NOTE—The author has found it necessary to break the logical order of the following

tables in order to preserve their typographical continuity. The exigencies of the compositor have proved paramount, and the reader must seek information on particular points under the particular caption in which he is interested. The accuracy of the figures is guaranteed by the *imprimer* of a body which ranks second to none in the list of American commercial associations, and which has done so much to advance the prosperity of the western metropolis—the Chicago Board of Trade.]

YEARLY AGGREGATE RECEIPTS AT CHICAGO, OF VARIOUS COMMODITIES FROM 1853 TO 1892, INCLUSIVE.

	BEEF. PKGS.	PORK. BRLS.	OTHER MEATS. (PORK.) LBS.	LARD. LBS.	BUTTER. LBS.	WOOL. LBS.	HIDES. LBS.	SALT. BRLS.	COAL. TONS.	LUMBER. M. FEET.	SHINGLES. M.
1853	207	11,250	8,993,903	888,568	812,430	1,030,000	1,274,311	81,789	38,548	202,101	93,483
1854	1,697	25,701	14,492,012	4,390,979	2,143,569	751,838	1,430,326	169,556	56,775	228,336	82,061
1855	12,427	29,265	9,628,445	471,062	2,473,082	1,069,299	1,557,436	169,946	109,576	306,547	108,647
1856	225	13,298	10,323,463	821,827	2,668,938	1,853,920	3,527,992	175,667	93,020	456,673	135,876
1857	481	8,918	6,252,228	2,170,200	3,039,385	1,116,821	5,439,284	204,473	171,350	459,639	131,830
1858	695	26,570	8,007,064	3,144,600	3,166,923	1,053,626	11,606,997	334,997	87,290	278,943	127,565
1859	6,223	24,533	6,700,612	3,916,251	.....	918,319	12,685,446	316,291	131,204	302,845	165,927
1860	1,747	11,120	12,728,328	4,813,407	.....	850,248	11,233,918	255,148	131,080	262,494	127,894
1861	3,113	32,405	15,254,013	6,841,940	.....	1,184,208	9,062,723	300,409	184,089	249,308	79,356
1862	781	66,953	29,336,406	19,764,315	.....	1,523,571	12,747,123	612,003	218,423	305,674	131,255
1863	2,806	97,113	36,756,281	25,683,722	.....	2,831,194	17,557,728	775,374	284,196	413,301	172,364
1864	9,249	41,100	17,018,277	13,259,628	8,819,903	4,304,388	20,052,235	680,346	323,275	501,592	190,169
1865	19,191	53,188	10,862,115	7,501,805	7,492,028	7,339,742	19,285,178	611,025	344,854	647,145	310,897
1866	787	15,382	8,483,308	8,253,358	9,126,825	12,200,640	20,125,54	496,827	496,193	730,057	400,125
1867	3,475	35,922	14,693,767	11,030,478	3,816,638	11,218,999	23,522,066	492,129	546,708	882,061	447,039
1868	4,534	34,797	7,055,814	6,920,065	5,503,630	12,956,425	25,132,200	686,857	558,234	1,028,494	514,434
1869	1,478	45,248	20,430,202	6,804,675	10,324,803	8,923,693	27,515,368	524,321	799,000	997,736	673,166
1870	20,554	49,883	52,162,881	7,711,018	11,882,348	14,751,089	26,539,668	674,618	887,474	1,018,999	652,091
1871	23,289	6,949	30,150,899	17,062,798	13,231,452	27,126,421	25,026,034	703,917	1,081,472	1,039,328	647,595
1872	14,512	121,023	48,256,615	19,911,797	14,574,777	24,181,509	32,387,065	606,673	1,398,024	1,183,659	610,824
1873	1,158	43,758	58,782,954	26,571,425	22,283,765	34,486,858	36,885,241	651,506	1,668,267	1,123,368	517,923
1874	36,679	39,065	50,629,509	24,145,235	28,743,606	45,018,519	52,287,674	687,239	1,359,196	1,060,088	619,278
1875	26,940	49,205	64,445,783	21,882,423	21,668,991	49,476,091	72,357,724	706,588	1,641,488	1,147,193	635,708
1876	37,202	45,704	63,768,011	33,620,924	33,941,573	57,069,828	55,484,514	906,065	1,619,033	1,039,785	566,977
1877	9,359	35,249	62,031,670	27,236,359	41,989,905	45,602,839	52,549,095	1,327,028	1,749,091	1,066,452	546,409
1878	2,506	33,073	103,130,326	37,749,958	48,379,282	43,428,403	44,029,421	1,382,197	1,832,033	1,180,586	692,544
1879	4,367	64,389	151,131,767	75,754,117	54,623,223	48,890,549	56,610,510	1,461,233	2,384,974	1,469,878	670,644
1880	6,282	39,091	164,437,225	68,387,204	67,337,044	40,195,696	73,124,519	1,707,446	2,706,088	1,561,779	649,546
1881	2,093	52,296	138,787,745	61,468,671	66,270,785	45,343,995	77,803,155	1,651,239	3,399,427	1,878,922	883,915
1882	1,710	78,891	106,165,038	40,696,384	66,954,045	36,660,990	68,917,610	1,607,218	3,689,798	2,117,545	933,066
1883	1,796	53,636	139,971,942	72,010,072	75,333,082	40,433,104	71,006,097	1,524,291	3,789,108	1,900,910	1,159,252
1884	2,294	56,247	127,006,458	63,146,334	92,474,784	42,009,301	70,443,772	1,490,478	3,442,796	1,821,317	919,706
1885	318	41,907	161,822,357	64,291,666	108,122,119	48,868,365	67,228,572	1,504,467	3,978,575	1,744,892	795,248
1886	2,414	76,155	213,813,140	88,454,118	103,09,592	34,731,587	85,950,653	1,274,203	4,056,018	1,742,984	813,869
1887	1,754	54,451	146,728,592	84,390,156	103,402,121	26,782,843	86,234,964	1,937,607	5,290,680	1,880,163	687,670
1888	2,254	54,608	273,317,936	70,855,791	156,315,245	30,517,316	98,820,817	1,576,052	3,537,359	2,066,927	677,345
1889	2,702	77,965	300,198,241	99,932,687	147,475,267	22,381,570	103,743,411	1,412,550	4,737,384	2,045,418	631,565
1890	2,460	13,970	206,898,958	74,021,945	127,765,048	35,049,669	110,891,694	1,345,573	5,201,633	2,045,418	515,575
1891	2,460	13,970	206,898,958	74,021,945	127,765,048	35,049,669	110,891,694	1,345,573	5,201,633	2,045,418	515,575
1892	10,460	16,934	179,965,327	68,371,502	134,196,828	28,398,364	110,062,233	1,243,721	5,529,468	2,203,874	395,206

The reader who finds pleasure in drawing comparisons may find entertainment in contrasting some of the items in the foregoing table of receipts with the corresponding totals in the following statement of shipments. Thus, in the matter of beef and pork packing, the difference between the

totals in the two tables represents, in some degree, the growth of these two great industries in this city; while the excess of the shipments of wool and hides over the receipts goes to indicate to how great an extent Chicago has become a primary market for these commodities.

ANNUAL SHIPMENTS OF VARIOUS COMMODITIES FROM CHICAGO FROM 1853 TO 1892.

	BEEF, PKGS.	PORK, BRLS.	OTHER MEATS (PORK) PER LB.	LARD, LBS.	BUTTER, LBS.	WOOL, LBS.	HIDES, LBS.	SALT, BRLS.	COAL, TONS.	LUMBER, M. FEET.	SHINGLES.
1853	64,499	29,809	9,266,318	1,847,852	577,388	953,100	2,957,200	38,785	2,988	88,909	71,442
1854	56,143	51,542	5,189,725	2,594,912	609,449	536,791	2,158,300	91,534	5,068	133,131	92,506
1855	55,790	77,623	6,401,487	1,803,900	1,056,631	2,158,462	3,255,750	107,993	12,153	215,585	134,793
1856	23,794	52,124	13,634,892	3,908,700	297,748	575,908	9,392,200	83,601	16,161	243,387	115,533
1857	44,402	30,078	3,463,966		309,550	1,082,881	8,608,200	90,918	23,442	311,008	154,827
1858	49,530	80,850		5,280,800	512,833	1,082,881	8,608,200	191,279	15,641	242,793	150,119
1859	125,932	92,218	9,272,450	7,232,750		934,595	16,413,320	257,847	15,841	223,120	195,117
1860	85,563	91,721	9,935,243	10,325,019		839,269	14,863,514	172,963	20,364	225,372	168,302
1861	50,154	65,196	59,748,388	16,400,822		1,364,617	12,277,518	319,140	20,063	189,379	94,421
1862	151,631	193,920	71,944,010	54,305,123		2,101,514	15,315,359	520,327	12,917	189,277	155,761
1863	147,302	449,152	95,301,815	58,030,728		3,435,967	23,781,979	574,944	15,245	221,709	102,614
1864	140,627	396,250	50,055,322	42,342,970	5,927,769	7,554,379	27,663,925	483,443	16,779	269,496	138,497
1865	103,064	234,734	55,026,069	28,487,407	5,204,805	9,923,669	20,379,955	444,827	24,190	365,353	258,351
1866	67,76	257,470	73,011,584	26,755,368	8,503,321	12,391,933	23,234,791	454,537	34,066	422,313	422,339
1867	84,622	176,851	82,325,522	21,211,225	2,926,239	11,263,717	21,739,069	455,740	69,170	518,973	480,630
1868	75,424	141,321	95,106,106	23,547,821	3,972,021	13,101,162	9,310,038	524,014	83,399	551,969	537,497
1869	43,624	121,032	86,707,466	17,278,520	5,898,391	8,273,924	25,600,808	535,626	95,630	581,533	438,317
1870	65,369	165,885	112,453,168	43,292,349	6,493,143	15,822,536	27,215,846	571,013	110,467	583,490	606,217
1871	89,452	149,724	163,113,891	61,029,853	11,049,367	24,351,524	22,462,861	450,38	96,833	541,222	558,585
1872	39,911	208,964	245,288,404	86,040,785	11,457,538	27,720,089	28,459,292	511,167	177,687	417,627	436,827
1873	33,938	191,144	343,986,021	89,847,680	12,851,303	32,715,453	30,735,408	511,167	243,631	561,544	407,506
1874	72,962	211,350	262,931,462	82,209,887	16,020,190	39,342,721	48,780,931	657,295	252,672	580,673	370,196
1875	60,454	313,713	302,141,943	115,616,093	19,249,81	51,895,892	55,867,904	693,292	365,811	628,485	399,426
1876	73,575	319,544	467,389,109	138,216,366	34,140,609	61,145,966	59,102,027	779,076	249,862	576,124	214,380
1877	82,050	296,457	479,926,231	147,040,616	37,010,993	45,346,422	56,622,694	809,98	271,176	586,722	1,041,410
1878	67,757	346,396	747,269,774	244,324,933	44,507,599	43,009,67	51,875,447	841,092	305,694	626,735	123,233
1879	110,431	354,255	835,629,540	251,120,295	51,262,151	47,513,638	61,381,778	867,354	527,644	753,179	146,820
1880	117,203	367,324	958,036,113	333,539,138	50,970,601	38,537,102	76,299,265	1,062,023	621,096	925,682	134,375
1881	113,493	319,999	762,963,729	278,531,733	56,109,762	49,588,096	86,503,547	986,759	843,542	999,572	185,334
1882	138,719	435,625	615,822,851	235,473,520	59,947,879	45,204,863	93,026,199	1,320,495	727,477	1,073,419	146,913
1883	111,570	340,307	643,964,261	255,226,039	76,554,902	44,360,187	98,531,099	1,037,106	1,011,096	1,064,816	9,714
1884	100,950	290,512	549,674,034	219,617,436	90,660,319	53,554,926	108,159,036	1,209,518	963,177	940,147	64,56
1885	122,100	393,364	705,944,019	254,171,019	96,963,890	51,944,022	114,040,374	1,214,700	960,455	818,474	55,654
1886	119,007	370,752	745,025,613	287,665,767	102,688,727	41,214,822	135,018,048	1,240,175	906,205	882,672	102,102
1887	129,501	327,924	672,307,117	287,665,767	102,688,727	31,945,663	163,746,733	1,406,471	1,069,169	939,536	72,286
1888	133,534	378,500	588,852,240	300,469,915	116,183,273	46,693,346	182,780,968	1,123,329	992,788	733,171	96,856
1889	196,967	424,139	738,915,043	395,838,737	157,425,005	43,246,572	218,811,369	1,051,904	947,564	739,767	158,184
1890	145,897	392,786	823,801,460	471,910,128	156,688,837	39,406,263	199,689,622	957,310	724,019	825,655	108,822
1891	138,074	278,553	751,684,862	362,109,069	149,737,020	57,189,677	19,571,824	795,069	830,563	865,949	99,851
1892	111,110	294,781	743,859,554	398,915,558	140,494,155	44,396,608	29,711,583	614,399	942,068	1,000,017	140,27

RECEIPTS AND SHIPMENTS OF CATTLE FOR A SERIES OF YEARS.

	RECEIVED.	SHIPPED.		RECEIVED.	SHIPPED.
1865	330,301	301,637	1879	1,915,732	726,903
1866	334,251	268,723	1880	1,382,477	886,611
1867	329,44	216,982	1881	1,498,550	938,712
1868	323,514	217,896	1882	1,582,530	911,009
1869	403,02	294,717	1883	1,878,944	966,758
1870	532,964	391,709	1884	1,817,697	741,884
1871	544,060	401,927	1885	1,905,518	744,093
1872	684,075	510,025	1886	1,963,900	704,675
1873	761,428	574,181	1887	2,382,004	971,483
1874	813,966	622,929	1888	2,611,543	968,385
1875	920,843	606,534	1889	3,013,281	1,259,971
1876	1,096,745	797,734	1890	3,484,280	1,603,309
1877	1,033,151	703,402	1891	3,250,796	1,066,264
1878	1,063,068	699,108	1892	4,571,796	1,121,675



J. J. Spencer

THE HISTORY
OF THE
CITY OF BOSTON.

TRADE AND COMMERCE.

365

RECEIPTS AND SHIPMENTS OF HOGS FOR A SERIES OF YEARS.

	RECEIVED.			SHIPPED.		
	LIVE.	DRESSED.	TOTALS.	LIVE.	DRESSED.	TOTALS.
1865	757,072	92,239	849,311	575,511	69,034	644,545
1866	933,233	353,093	1,286,326	484,793	91,306	576,099
1867	1,096,689	260,431	1,357,120	760,547	156,091	916,638
1868	1,706,592	281,913	1,988,505	1,020,812	226,901	1,247,713
1869	1,668,869	190,513	1,859,382	1,086,305	199,650	1,285,955
1870	1,691,588	200,714	1,892,302	944,483	171,188	1,095,671
1871	2,380,083	272,466	2,652,549	1,612,280	169,473	1,331,750
1872	4,251,623	235,905	4,487,528	1,835,594	145,701	1,981,295
1873	4,367,750	233,156	4,600,906	2,197,551	200,906	2,398,457
1874	4,259,619	213,038	4,472,657	3,006,611	197,747	3,204,358
1875	3,912,110	173,012	4,085,122	1,582,643	153,523	1,736,166
1876	4,191,006	148,622	4,339,628	1,111,635	79,654	1,191,289
1877	4,025,970	164,339	4,190,309	951,211	94,648	1,045,859
1878	6,339,654	101,512	6,441,166	1,266,906	21,039	1,287,945
1879	6,448,300	91,044	6,539,344	1,692,361	40,024	1,732,385
1880	7,059,435	89,102	7,148,537	1,394,990	33,194	1,428,184
1881	6,474,844	52,835	6,527,679	1,299,679	46,849	1,346,528
1882	5,817,054	36,778	5,853,832	1,747,722	40,196	1,787,918
1883	5,640,615	56,518	5,697,133	1,319,392	44,367	1,363,759
1884	5,351,967	24,538	5,376,505	1,392,615	24,447	1,417,062
1885	6,937,535	32,700	6,970,235	1,797,446	56,305	1,853,751
1886	6,718,761	24,846	6,743,607	2,090,784	100,117	2,190,901
1887	5,470,852	12,100	5,482,952	1,812,001	138,989	1,950,990
1888	4,921,712	16,702	4,938,414	1,751,829	111,823	1,863,652
1889	5,998,516	18,481	6,016,997	1,786,659	129,241	1,915,900
1890	7,663,828	14,267	7,678,095	1,985,710	148,858	2,134,568
1891	8,600,805	9,901	8,610,706	2,962,514	122,185	3,084,699
1892	7,714,415	5,272	7,719,687	2,926,145	53,281	2,979,426

MONTHLY RANGE OF PRICES FOR NO. 2 WHEAT (CASH), FROM 1879 TO 1892, INCLUSIVE.

	JANUARY.	FEBRUARY.	MARCH.	APRIL.	MAY.	JUNE.
1879	\$ 81¼@ 87¼	\$ 85¼@ 94	\$ 88¾@ 96¼	\$ 93¼@ 31¼	\$ 90¼@ 1 02¼	\$ 1 01¼@ 1 07
1880	1 11 1 33¼	1 18¼ 1 25¼	1 12 1 25¼	1 05¼ 1 14¼	1 12 1 19	87 1 22½
1881	95¼ 1 00	98¼ 99¾	98¼ 1 03¼	99 1 05½	1 01 1 12¼	1 06¼ 1 14¼
1882	1 25¼ 1 33¼	1 16¼ 1 32¼	1 22 1 36	1 32 1 42	1 23 1 28¼	1 25 1 35¼
1883	9 9½ 1 04¼	1 03¼ 1 11¼	1 04 1 09½	99 1 12¼	1 07¼ 1 14¼	98¼ 1 14
1884	88¼ 95½	90¼ 96¼	81¼ 92½	75¼ 84¼	85 96	83¼ 90
1885	76 81¼	74¼ 79¼	73¼ 79½	77¼ 81¼	85¼ 90¼	84¼ 89¼
1886	77 84¼	78¼ 81¼	75¼ 81	72¼ 80¼	79¼ 83¼	70¼ 77¼
1887	77¼ 80¼	72¼ 78¼	71¼ 80¼	76¼ 83¼	78¼ 84¼	64¼ 74¼
1888	77¼ 80¼	74¼ 79¼	71¼ 76¼	71 81¼	80¼ 89¼	78¼ 86¼
1889	75¼ 78¼	74¼ 79¼	71¼ 76¼	71 81¼	80¼ 89¼	78¼ 86¼
1890	92 1 02¼	93¼ 1 08¼	96¼ 1 04¼	79¼ 85¼	77¼ 86¼	75¼ 82
1891	74¼ 78¼	74¼ 76¼	70¼ 80¼	77¼ 80¼	80¼ 1 00	84 93¼
1892	87¼ 96¼	93¼ 97¼	94¼ 1 03¼	1 02 1 12¼	99¼ 1 08	82 1 01¼
1892	84¼ 90¼	84¼ 91¼	77¼ 89¼	76¼ 85¼	80 85¼	78 87¼

SAME—(CONTINUED)

	JULY.	AUGUST.	SEPTEMBER.	OCTOBER.	NOVEMBER.	DECEMBER.
1879	\$ 88¼@ 1 04¼	\$ 83¼@ 88¾	\$ 85 @ 1 06¼	\$ 1 04¼@ 1 21¼	\$ 1 10¼@ 1 21¼	\$ 1 22 @ 1 33¼
1880	86¼ 96¼	86¼ 90¼	87¼ 95¼	92¼ 1 01¼	1 01¼ 1 12¼	83¼ 1 10¼
1881	1 08¼ 1 22	1 19 1 38	1 20¼ 1 41	1 30 1 43¼	1 23¼ 1 32	1 24¼ 1 30
1882	1 26 1 36	1 07 1 09	97¼ 1 08	92¼ 97	91¼ 94¼	90¼ 95
1883	96¼ 1 03¼	97 1 03¼	92 99¾	89¼ 96¼	92 98¼	94¼ 99¼
1884	79¼ 84¼	76¼ 83¼	73 80	70¼ 74¼	71¼ 74¼	69¼ 76¼
1885	85¼ 90¼	78 89	76¼ 86¼	84¼ 91¼	83¼ 90¼	83¼ 89
1886	73 79¼	74 78¼	72¼ 77	69¼ 74¼	72¼ 76¼	75¼ 79¼
1887	67¼ 71¼	66¼ 69¾	67¼ 71¼	69¼ 72¼	71¼ 76¼	75 79¼
1888	79¼ 85¼	81¼ 94	90 1 05	1 02¼ 1 17¼	1 02¼ 1 15	97¼ 1 06¼
1889	76¼ 85	75¼ 79	75¼ 83	77¼ 82¼	78¼ 81¼	79¼ 80
1890	85 94	89¼ 1 07¼	95¼ 1 04¼	96¼ 1 03¼	87¼ 1 01¼	87¼ 93¼
1891	84¼ 94¼	86¼ 1 13¼	90¼ 1 00	92¼ 99	91¼ 96¼	89¼ 93¼
1892	76 80	74¼ 80	71¼ 74¼	69¼ 74¼	69¼ 73	69¼ 72¼

THE HIGHEST AND LOWEST PRICES FOR NO. 2 OATS (CASH) AT CHICAGO DURING EACH MONTH FROM 1879 TO 1892.

	JAN.	FEB.	MARCH.	APRIL.	MAY.	JUNE.	JULY.	AUG.	SEPT.	OCT.	NOV.	DEC.
1879	19½ @ 20½	20½ @ 21½	21½ @ 22½	22½ @ 23½	23½ @ 24½	24½ @ 25½	25½ @ 26½	26½ @ 27½	27½ @ 28½	28½ @ 29½	29½ @ 30½	30½ @ 31½
1880	32 35½ 30½	32½ 36 31½	32½ 36 31½	33½ 37 32½	34½ 38 33½	35½ 39 34½	36½ 40 35½	37½ 41 36½	38½ 42 37½	39½ 43 38½	40½ 44 39½	41½ 45 40½
1881	31 34½ 29	32 35½ 30½	33 36½ 31½	34 37½ 32½	35 38½ 33½	36 39½ 34½	37 40½ 35½	38 41½ 36½	39 42½ 37½	40 43½ 38½	41 44½ 39½	42 45½ 40½
1882	42½ 44½ 39½	43½ 45½ 40½	44½ 46½ 41½	45½ 47½ 42½	46½ 48½ 43½	47½ 49½ 44½	48½ 50½ 45½	49½ 51½ 46½	50½ 52½ 47½	51½ 53½ 48½	52½ 54½ 49½	53½ 55½ 50½
1883	35½ 39½ 30½	36½ 40½ 31½	37½ 41½ 32½	38½ 42½ 33½	39½ 43½ 34½	40½ 44½ 35½	41½ 45½ 36½	42½ 46½ 37½	43½ 47½ 38½	44½ 48½ 39½	45½ 49½ 40½	46½ 50½ 41½
1884	31½ 34½ 28½	32½ 35½ 29½	33½ 36½ 30½	34½ 37½ 31½	35½ 38½ 32½	36½ 39½ 33½	37½ 40½ 34½	38½ 41½ 35½	39½ 42½ 36½	40½ 43½ 37½	41½ 44½ 38½	42½ 45½ 39½
1885	25½ 28½ 22½	26½ 29½ 23½	27½ 30½ 24½	28½ 31½ 25½	29½ 32½ 26½	30½ 33½ 27½	31½ 34½ 28½	32½ 35½ 29½	33½ 36½ 30½	34½ 37½ 31½	35½ 38½ 32½	36½ 39½ 33½
1886	28 31½ 25	29 32½ 26½	30 33½ 27½	31 34½ 28½	32 35½ 29½	33 36½ 30½	34 37½ 31½	35 38½ 32½	36 39½ 33½	37 40½ 34½	38 41½ 35½	39 42½ 36½
1887	35½ 39½ 30½	36½ 40½ 31½	37½ 41½ 32½	38½ 42½ 33½	39½ 43½ 34½	40½ 44½ 35½	41½ 45½ 36½	42½ 46½ 37½	43½ 47½ 38½	44½ 48½ 39½	45½ 49½ 40½	46½ 50½ 41½
1888	30½ 33½ 27½	31½ 34½ 28½	32½ 35½ 29½	33½ 36½ 30½	34½ 37½ 31½	35½ 38½ 32½	36½ 39½ 33½	37½ 40½ 34½	38½ 41½ 35½	39½ 42½ 36½	40½ 43½ 37½	41½ 44½ 38½
1889	24½ 27½ 21½	25½ 28½ 22½	26½ 29½ 23½	27½ 30½ 24½	28½ 31½ 25½	29½ 32½ 26½	30½ 33½ 27½	31½ 34½ 28½	32½ 35½ 29½	33½ 36½ 30½	34½ 37½ 31½	35½ 38½ 32½
1890	20½ 23½ 17½	21½ 24½ 18½	22½ 25½ 19½	23½ 26½ 20½	24½ 27½ 21½	25½ 28½ 22½	26½ 29½ 23½	27½ 30½ 24½	28½ 31½ 25½	29½ 32½ 26½	30½ 33½ 27½	31½ 34½ 28½
1891	41½ 44½ 38½	42½ 45½ 39½	43½ 46½ 40½	44½ 47½ 41½	45½ 48½ 42½	46½ 49½ 43½	47½ 50½ 44½	48½ 51½ 45½	49½ 52½ 46½	50½ 53½ 47½	51½ 54½ 48½	52½ 55½ 49½
1892	28 31½ 25	29 32½ 26½	30 33½ 27½	31 34½ 28½	32 35½ 29½	33 36½ 30½	34 37½ 31½	35 38½ 32½	36 39½ 33½	37 40½ 34½	38 41½ 35½	39 42½ 36½

CURRENT PRICES OF PRIME STEAM LARD, PER 100 LBS., IN THE CHICAGO MARKET ON THE FIRST AND SIXTEENTH DAY OF EACH MONTH FOR NINE YEARS.

		1884.	1885.	1886.	1887.	1888.
January	1	\$8 75 @ 8 80	\$8 67½ @ 6 75	\$... 6 02½	\$... 6 11½	\$7 85 @ 7 87½
February	16	8 72½ 8 75	6 77½ 6 85	6 12½ @ 6 15	6 40 @ 6 55	7 35 7 37½
March	16	9 40 9 45	7 00 7 02½	6 85 6 87½	6 40 6 42½	7 55 7 57½
April	16	9 15 9 20	6 87½ 6 90	5 85 5 87½	7 02½ 7 05	7 70 7 72½
May	16	8 15 8 20	6 75 6 77½	5 87½ 5 90	7 42½ 7 45	7 60 7 62½
June	16	8 37½ 8 40	6 92½ 6 95	5 90 5 92½	7 25 7 30	7 55 7 57½
July	16	7 95 8 05	6 80 6 82½	5 87½ 5 90	7 30 7 35	7 90 7 92½
August	16	8 00 8 10	6 70 6 72½	5 85 5 87½	6 67½ 6 70	8 47½ 8 50
September	16	7 80 7 92½	6 35 6 37½	5 37½ 5 40	6 42½ 6 45	8 45 8 47½
October	16	7 10 7 15	6 00 6 02½	5 97½ 6 00	6 47½ 6 50	8 37½ 8 40
November	16	7 02½ 7 05	6 02½ 6 05	6 47½ 6 50	6 57½ 6 60	8 02½ 8 05
December	16	7 40 7 4½	6 5½ 6 55	6 60 6 62½	6 65 6 67½	8 25 8 27½
	16	7 80 8 00	6 22½ 6 25	6 47½ 6 50	6 65 6 67½	8 97½ 9 00
	16	7 45 7 50	6 17½ 6 20	6 40 6 42½	6 50 6 52½	8 80 8 82½
	16	7 15 7 25	6 00 6 02½	6 35 6 37½	6 45 6 47½	10 82½ 10 85
	16	7 15 7 22½	6 00 6 02½	6 06 6 10	6 35 6 42½	11 02½ 11 05½
	16	7 25 7 30	6 0½ 6 05	5 75 5 80	6 32½ 6 35	8 75 8 77½
	16	6 95 7 00	5 85 5 87½	5 87½ 5 90	6 35 6 37½	8 12½ 8 15
	16	7 07½ 7 10	6 12½ 6 15	6 05 6 07½	6 05 6 07½	8 25 8 27½
	16	6 67½ 6 70	6 00 6 02½	6 05 6 07½	7 20 7 22½	8 00 8 02½
	16	6 57½ 6 60	5 95 6 00	6 17½ 6 22	7 72½ 7 80	7 87½ 7 92½

SAME—(CONTINUED).

		1889.	1890.	1891.	1892.
January	1	\$7 32½ @ 7 62½	\$5 80 5 82½	\$5 80 5 85	\$... 6 07½
February	16	6 95 7 01	5 82½ 5 85	5 80 5 82½	6 17½ 6 22½
March	16	6 80 6 85	5 80 5 82½	5 75 5 80	6 40 6 47½
April	16	5 55 5 57½	5 77½ 5 80	5 55 5 57½	6 47½ 6 50
May	16	5 85 5 90	5 82½ 5 85	5 65 5 67½	6 55 6 57½
June	16	6 80 6 85	6 05 6 07½	6 10 6 15	6 30 6 32½
July	16	6 95 6 97½	6 07½ 6 10	6 07½ 6 10	6 25 6 27½
August	16	6 85 6 87½	6 45 6 50	6 85 6 90	6 20 6 22½
September	16	6 77½ 6 82½	6 25 6 27½	6 70 6 75	6 15 6 17½
October	16	6 72½ 6 75	6 25 6 27½	6 35 6 37½	6 17½ 6 20
November	16	6 62½ 6 65	5 97½ 6 00	6 30 6 32½	6 10 6 12½
December	16	6 50 6 52½	5 82½ 5 85	6 27½ 6 30	6 05 6 07½
	16	6 45 6 47½	5 62½ 5 65	6 20 6 22½	6 00 6 02½
	16	6 25 6 27½	5 82½ 5 85	6 40 6 42½	7 00 7 02½
	16	6 10 6 12½	5 97½ 6 00	6 60 6 62½	7 15 7 17½
	16	6 22½ 6 25	6 15 6 20	6 57½ 6 60	7 27½ 7 30
	16	6 07½ 6 10	6 17½ 6 20	6 65 6 70	8 02½ 8 05
	16	5 92½ 6 00	6 00 6 02½	6 62½ 6 65	7 47½ 7 50
	16	5 87½ 6 00	6 17½ 6 20	6 62½ 6 65	7 27½ 7 30
	16	5 82½ 6 00	6 00 6 02½	6 37½ 6 40	8 10 8 12½
	16	5 85 6 00	6 25 6 30	5 85 5 90	8 55 8 60
	16	5 95 6 00	6 00 6 02½	6 22½ 6 25	9 12½ 9 15
	16	5 85 5 87½	5 65 5 70	5 95 6 00	9 25 9 30
	16	5 90 5 92½	5 72½ 5 75	6 00 6 02½	9 50 10 00

CURRENT PRICES OF MESS PORK PER BARREL IN THE CHICAGO MARKET ON THE FIRST AND SIXTEENTH DAYS OF EACH MONTH FOR NINE YEARS.

		1884	1885	1886	1887	1888
January.....	1	14 12½ @ 14 25	11 40 @ 11 50	9 95 @ 10 00	12 20 @ 12 35	15 25 @ 15 37
	16	14 70 14 75	12 00 12 10	10 15 10 75	11 87½ 12 00	14 75 14 80
February.....	1	16 30 16 35	12 20 12 25	11 10 11 15	12 35 12 52½	14 25 14 37
	16	18 25 18 30	13 00 13 05	10 95 11 00	14 25 14 27½	13 55 14 05
March.....	1	17 70 17 85	12 37½ 12 50	10 37½ 10 50	18 15 18 20	13 87½ 13 95
	16	17 90 17 95	12 35 12 40	9 75 9 80	20 22 20 50	13 25 13 35
April.....	1	17 50 17 55	11 75 11 80	9 25 9 30	14 00 14 50	15 12½ 14 25
	16	16 55 16 60	11 55 11 60	9 05 9 10	14 50 15 00	13 60 13 75
May.....	1	17 00 17 25	11 37½ 11 50	9 00 9 10	14 50 15 00	14 25 14 35
	16	17 20 17 25	11 05 11 10	8 75 8 80	13 50 14 00	13 95 14 00
June.....	1	18 75 19 25	11 20 10 30	8 30 8 35	13 50 14 00	13 60 13 65
	16	18 00 19 00	10 35 10 40	8 60 8 75	14 00 15 00	13 50 13 50
July.....	1	16 00 17 00	10 25 10 30	10 00 10 12½	14 00 15 00	13 37½ 13 45
	16	16 00 17 00	10 30 10 37½	9 85 9 90	15 50 16 00	14 75 14 87
Aug.....	1	15 50 16 50	10 10 10 15	10 05 10 10	14 75 15 00	13 25 13 35
	16	19 00 19 50	9 15 7 27½	9 65	15 00	14 20 14 22
Sept.....	1	18 50 19 00	8 80 8 87½	9 80 9 90	15 00 15 25	14 50 14 55
	16	16 75 16 75	8 70 8 80	10 40 10 75	15 00 15 25	15 32½ 15 35
Oct.....	1	16 25 16 50	8 45 8 50	9 25 9 30	14 50 14 75	14 50 14 50
	16	16 00 16 25	8 37½ 8 40	9 05 9 10	13 25 13 50	14 62½ 14 75
Nov.....	1	13 27 13 50	8 00 8 10	9 00 9 10	12 75 13 00	14 62½ 15 00
	16	11 50 12 00	8 62 8 75	9 50 9 62½	13 25 13 50	13 37½ 13 50
Dec.....	1	10 85 10 90	8 90 8 95	10 40 10 50	14 50 14 75	13 15 13 52
	16	10 75	8 85 8 75	11 50 11 62½	14 75 15 00	

SAME—(Continued).

		1889	1890	1891	1892
January.....	1	12 80 @ 12 90	9 10 @ 9 12½	10 20 @ 10 25	10 37½ @ 10 50
	16	12 80	9 60	10 25 10 37½	11 25 11 37½
February.....	1	11 30 11 40	9 70 9 75	9 70 9 75	11 60 11 65
	16	11 00 11 17½	9 75	9 25 9 30	11 55
March.....	1	11 05 11 15	9 80 9 85	9 60 9 62½	11 17½ 12 20
	16	12 45 12 50	10 45 10 50	10 87½ 11 00	11 40
April.....	1	11 42½ 11 65	10 50 10 55	12 50 12 53½	10 27½ 10 30
	16	11 37½ 11 50	13 25 13 37½	12 75 12 87½	10 02 10 07½
May.....	1	11 67½ 11 82½	13 25 13 37½	13 87½ 13 00	9 35½ 9 42½
	16	11 37½ 11 50	12 37½ 12 50	11 12½ 11 25	9 60 9 67½
June.....	1	11 67½ 11 82½	13 12½ 13 25	10 60 10 62½	10 60 10 80
	16	11 65	11 50 12 75	10 37½ 10 40	10 65 10 90
July.....	1	11 66 11 72½	11 25 12 00	10 00 10 12½	11 15 11 2½
	16	10 60 10 77½	11 00 11 75	10 75 10 87½	11 70 11 75
August.....	1	9 90 10 27½	11 25 11 75	11 30 11 35	12 05 12 10
	16	11 00 11 20	11 25 11 50	10 00 10 42½	12 35 12 40
September.....	1	10 25 11 5	10 00 10 25	10 25	10 25 10 27½
	16	10 75 11 00	10 10 10 25	10 35 10 45	10 12½ 10 15
October.....	1	9 37½ 9 57½	9 60 9 62	9 87½ 10 00	10 75 10 80
	16	9 62½ 9 65	9 75 9 87½	8 75 8 87½	11 90 12 00
November.....	1	8 8½ 8 95	10 12 11 87½	8 25 8 37½	11 25 11 50
	16	8 8½ 8 95	9 00½ 11 37½	8 70 8 80	11 20 12 25
December.....	1	8 8½ 8 95	8 75 11 00½	8 12½ 8 25	15 50 15 75
	16	8 65	8 25 10 12	8 10 8 20	16 00 16 12½

HIGHEST AND LOWEST PRICES FOR NO. 2 CORN (CASH) AT CHICAGO DURING EACH MONTH FROM 1873 TO 1892, INCLUSIVE.

	JANY.	FEBY.	MARCH.	APRIL.	MAY.	JUNE.	JULY.	AUGUST.	SEPT.	OCT.	NOV.	DEC.
1873 30	@ 30½	30¼ @ 30	31 @ 33½	30½ @ 35	37 @ 42½	27 @ 37	32½ @ 33½	7½ @ 41½	32½ @ 43½	34 @ 39½	32½ @ 47	44½ @ 54½
1874 49	61½ 52	58½ 61½	53½ 64½	59½ 65	65½ 55	65½ 56	64½ 58½	80 62½	68 66½	86 69	80½ 71½	85½ 71½
1875 64	70 61½	61½ 63½	63½ 69½	68 70½	61 76	62½ 71	67 76½	64½ 73½	54½ 86	61½ 94	51½ 94	53½ 94
1876 10½	45 38½	43 41	47½ 45	48½ 44½	49 43½	47½ 42½	48 41½	47 43	47½ 42	45½ 43	46 43½	46½ 46½
1877 11½	44½ 39½	42½ 37½	41½ 38½	38½ 34½	37½ 33½	36½ 32½	35½ 31½	34½ 30½	33½ 29½	32½ 28½	31½ 27½	30½ 26½
1878 38½	43½ 38½	43½ 38½	41½ 36½	34½ 30½	34 33½	36½ 35½	37½ 36½	38½ 37½	39½ 38½	40½ 39½	41½ 40½	42½ 41½
1879 39½	31½ 30½	33½ 31½	33½ 31½	33½ 31½	34 33½	36½ 35½	37½ 36½	38½ 37½	39½ 38½	40½ 39½	41½ 40½	42½ 41½
1880 36½	40½ 35½	37½ 32½	36½ 31½	37½ 36½	38½ 37½	39½ 38½	40½ 39½	41½ 40½	42½ 41½	43½ 42½	44½ 43½	45½ 44½
1881 36	37½ 36	37½ 36	37½ 36	37½ 36	37½ 36	37½ 36	37½ 36	37½ 36	37½ 36	37½ 36	37½ 36	37½ 36
1882 40½	62½ 54	40½ 51½	59½ 50½	58½ 47½	55½ 53½	56½ 50½	57½ 47½	53 49½	53½ 47	52½ 46	49½ 46½	47½ 46½
1883 49½	61 54½	59½ 50½	58½ 47½	55½ 53½	56½ 50½	57½ 47½	53 49½	53½ 47	52½ 46	49½ 46½	47½ 46½	47½ 46½
1884 51	57½ 52	55 49½	54½ 44½	56 52½	57 49½	56½ 49½	56½ 49½	55½ 49½	55½ 49½	54½ 49½	53½ 49½	52½ 49½
1885 34½	40 36	38½ 37	41½ 40½	49 44½	49 44½	48½ 41½	47½ 43	47½ 43	47½ 43	47½ 43	47½ 43	47½ 43
1886 36	37½ 36	36½ 35½	36½ 35½	36½ 35½	36½ 35½	36½ 35½	36½ 35½	36½ 35½	36½ 35½	36½ 35½	36½ 35½	36½ 35½
1887 35½	37½ 33½	36½ 33½	36½ 33½	36½ 33½	36½ 33½	36½ 33½	36½ 33½	36½ 33½	36½ 33½	36½ 33½	36½ 33½	36½ 33½
1888 47½	50 45½	48½ 45½	49½ 47½	56 51½	60½ 46½	55½ 45½	50½ 43½	47½ 41½	40½ 38½	34½ 33½	33½ 31½	30½ 29½
1889 32	35½ 33½	35½ 33½	35½ 33½	35½ 33½	35½ 33½	35½ 33½	35½ 33½	35½ 33½	35½ 33½	35½ 33½	35½ 33½	35½ 33½
1890 28½	25½ 27½	29 28	29 28	33½ 32½	35 34½	35 34½	36 35½	36 35½	36 35½	36 35½	36 35½	36 35½
1891 47½	50 50½	54½ 54½	54½ 54½	54½ 54½	54½ 54½	54½ 54½	54½ 54½	54½ 54½	54½ 54½	54½ 54½	54½ 54½	54½ 54½
1892 37½	39½ 39	42 38½	42 38½	42½ 40½	1 00 45	56½ 47½	52 49½	54½ 49½	48½ 48½	44½ 44½	40½ 42½	39½ 42½

VALUE OF EXPORTS OF BEEF AND HOG PRODUCTS FROM CHICAGO SINCE 1860

YEAR ENDED JUNE 30.	HOG PRODUCTS.				BEEF PRODUCTS.	ALL OTHER MEAT PRODUCTS.
	BACON AND HAMS.	PORK.	LARD.	TOTAL HOG PRODUCTS.		
1860...	\$ 2,273,769	\$3,132,313	\$ 4,545,831	\$ 9,951,912	\$ 4,272,500	.....
1861...	4,848,339	2,609,818	4,729,297	12,187,454	4,616,143	.....
1862...	10,290,572	3,960,153	10,004,521	24,275,246	6,043,190	.....
1863...	18,658,290	4,334,775	15,755,570	38,748,625	8,924,407	.....
1864...	12,323,327	5,828,030	11,260,728	29,412,085	9,238,278	\$ 936,884
1865...	10,536,608	6,850,808	9,134,858	26,522,274	8,374,685	142,683
1866...	6,269,796	4,788,484	5,970,651	17,028,931	5,255,038	65,082
1867...	3,291,179	3,597,690	6,634,556	13,523,422	4,474,968	147,768
1868...	5,476,993	3,247,652	9,427,831	18,172,481	5,236,238	76,710
1869...	7,482,060	3,422,928	7,443,948	18,348,936	4,792,987	181,140
1870...	6,123,113	3,253,137	5,933,397	15,309,647	5,754,639	313,857
1871...	8,126,683	4,302,320	10,563,020	22,992,023	6,850,701	2 8,362
1872...	21,126,592	4,122,308	20,177,619	45,426,519	8,844,015	697,067
1873...	35,022,137	5,007,035	21,245,815	61,274,987	9,516,552	575,407
1874...	33,383,908	5,848,712	19,306,019	58,500,039	11,091,996	848,246
1875...	28,612,613	5,671,495	22,900,522	57,184,630	9,890,159	735,112
1876...	39,664,456	5,744,022	22,429,485	67,837,963	9,920,682	1,068,535
1877...	49,512,412	6,296,414	25,562,765	81,371,491	15,387,091	4,571,792
1878...	51,752,068	4,913,657	30,022,133	86,687,858	14,678,467	5,315,177
1879...	51,074,433	4,807,568	22,856,673	78,738,674	14,154,398	8,843,564
1880...	50,987,623	5,930,252	27,920,267	84,838,242	14,011,197	10,637,957
1881...	61,161,205	8,272,285	35,226,575	104,660,065	19,326,673	10,061,379
1882...	46,675,774	7,201,270	28,975,903	82,852,946	14,687,235	7,356,314
1883...	38,155,952	6,192,298	26,618,048	70,960,268	15,333,162	9,311,993
1884...	39,684,845	4,762,715	25,305,953	69,753,513	23,224,506	5,758,277
1885...	37,083,948	5,203,943	22,595,219	64,883,110	22,421,788	5,710,219
1886...	31,640,211	5,123,411	20,361,786	57,125,408	18,506,835	4,117,407
1887...	33,314,670	5,641,327	22,703,921	61,659,918	15,517,882	5,768,194
1888...	32,175,633	4,373,114	22,761,106	59,299,852	18,440,694	4,402,141
1889...	34,651,847	4,735,077	27,329,173	66,716,097	20,860,241	3,827,080
1890...	47,056,760	4,768,894	31,455,520	85,281,174	30,151,26	7,750,450

AGGREGATE ANNUAL RECEIPTS OF FLOUR AND GRAIN OF ALL KINDS, IN CHICAGO; ALSO THE QUANTITY OF FLOUR MANUFACTURED IN THE CITY FOR EACH YEAR SINCE 1852.

	FLOUR M'N'D IN THIS CITY BBLs.	FLOUR RECEIVED. BBLs.	WHEAT RECEIVED. BU.	CORN RECEIVED. BU.	OATS RECEIVED. BU.	RYE RECEIVED. BU.	BARLEY RECEIVED. BU.	TOTAL RECPTS FLOUR REDUC- ED TO WHEAT. BU.
1853..	82,833	48,297	1,687,465	2,869,339	1,875,770	86,162	192,357	6,928,459
1854..	66,000	158,575	3,038,955	7,490,753	4,194,385	85,691	201,764	15,725,135
1855..	79,650	240,662	7,535,067	8,532,377	2,947,188	81,166	201,895	20,367,702
1856..	86,068	324,921	8,767,760	11,888,398	2,219,987	45,707	128,457	24,512,454
1857..	96,000	393,934	10,554,761	7,409,000	1,707,245	87,711	127,689	2,659,109
1858..	140,403	522,137	9,639,614	8,252,641	2,883,567	71,012	41,312	23,610,293
1859..	161,500	726,321	8,060,766	5,401,870	1,757,696	231,514	652,696	19,372,986
1860..	232,000	713,348	14,927,083	15,862,394	2,198,889	318,976	617,619	37,235,027
1861..	291,852	1,479,284	17,385,002	26,369,989	2,067,018	490,989	457,589	53,427,365
1862..	260,980	1,666,391	13,978,116	29,574,328	4,688,722	1,038,825	872,053	57,650,804
1863..	236,261	1,424,206	11,408,161	26,611,653	11,086,131	865,508	1,280,342	56,660,722
1864..	255,056	1,205,698	12,184,977	16,807,745	16,351,616	1,060,116	1,018,813	49,448,908
1865..	288,820	1,134,100	9,266,410	25,952,201	11,649,080	1,194,824	1,774,139	54,960,114
1866..	445,522	1,847,145	11,978,753	33,543,661	11,140,264	1,679,541	1,742,652	64,396,423
1867..	574,096	1,720,001	13,695,244	22,772,715	12,355,006	1,291,821	2,360,984	60,215,474
1868..	732,479	2,192,413	14,772,094	25,570,494	16,032,919	1,523,820	1,915,056	69,680,233
1869..	543,285	2,218,822	16,876,760	23,476,800	10,611,940	955,201	1,513,110	63,417,510
1870..	413,967	1,766,037	17,394,409	20,189,775	10,472,078	1,093,493	3,335,653	69,432,574
1871..	327,739	1,412,177	14,439,656	41,853,138	14,789,414	2,011,788	4,069,410	83,518,202
1872..	186,968	1,532,014	12,224,141	47,366,087	15,067,715	1,129,086	5,251,750	88,426,842
1873..	264,363	2,487,376	20,266,562	38,147,212	17,888,724	1,189,464	4,240,239	98,935,413
1874..	244,687	2,666,679	29,764,622	35,799,638	13,901,235	791,182	3,354,981	96,611,713
1875..	249,673	2,625,893	24,206,370	28,341,150	12,916,428	699,83	3,107,297	81,687,302
1876..	217,074	2,955,197	16,574,058	48,668,640	13,030,121	1,447,917	4,716,360	97,735,423
1877..	293,244	2,691,142	14,164,515	47,915,728	13,506,773	1,728,865	4,990,379	94,419,399
1878..	308,284	3,030,622	20,713,577	63,651,518	18,839,297	2,490,615	5,754,059	134,086,595
1879..	285,904	3,369,958	34,106,109	64,339,321	16,660,423	2,497,340	4,936,562	137,704,571
1880..	196,041	3,215,388	23,541,607	97,272,844	23,490,915	1,869,218	5,211,536	165,855,370
1881..	238,200	4,155,239	14,824,191	78,393,315	24,861,538	1,363,522	5,695,358	146,807,329
1882..	300,358	4,179,912	23,008,596	46,061,755	26,802,872	1,984,516	6,488,140	126,155,483
1883..	294,720	4,295,515	20,364,155	74,412,319	36,502,393	5,484,259	8,831,499	164,924,732
1884..	535,841	4,960,830	26,397,587	59,580,445	40,082,362	3,327,516	5,849,829	159,561,474
1885..	575,165	5,385,772	18,909,717	62,930,897	37,678,753	1,892,760	10,760,127	156,468,228
1886..	494,789	4,139,165	16,771,743	62,861,594	39,976,215	956,247	12,740,953	151,932,995
1887..	514,870	6,873,544	21,848,251	51,578,410	45,750,842	852,726	12,476,547	163,437,724
1888..	435,110	6,133,608	13,438,069	74,208,908	52,184,878	2,767,71	12,387,526	182,588,188
1889..	431,000	4,410,535	18,762,646	79,920,691	49,901,942	2,605,994	12,624,538	181,561,708
1890..	430,609	4,358,058	14,248,770	91,387,754	75,150,249	3,520,508	19,401,489	223,320,031
1891..	578,180	4,516,617	42,931,258	72,770,304	74,462,413	9,104,198	12,228,480	231,821,430
1892..	542,000	5,919,343	50,234,556	78,510,385	79,827,985	3,633,306	16,989,278	255,832,556



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SHOWS THE AGGREGATE ANNUAL SHIPMENTS OF FLOUR AND ALL KINDS OF GRAIN SINCE THE INCORPORATION OF CHICAGO, AS A CITY, TO THE PRESENT TIME, COMPILED FROM THE MOST AUTHENTIC SOURCES.

	FLOUR. 3BLS.	WHEAT. BU.	CORN. BU.	OATS. BU.	RYE. BU.	BARLEY. BU.	TOTALS. FLOUR REDUCED TO BU.
1838		78					78
1839		3,676					3,676
1840		10,000					10,000
1841		40,000					40,000
1842		586,907					586,907
1843		688,967					688,967
1844	6,320	891,884					923,494
1845	13,752	956,860					1,425,630
1846	38,045	1,459,584					1,569,819
1847	32,538	1,974,304	67,135	38,892			2,243,021
1848	45,200	2,150,000	550,460	65,280			3,001,740
1849	51,309	1,936,264	644,848	26,849			2,895,938
1850	100,871	885,644	362,013	158,084		31,452	1,830,968
1851	72,406	437,660	3,221,317	605,827		19,967	4,646,831
1852	61,196	63,996	2,757,011	2,030,317	17,315	79,818	5,826,673
1853	70,984	1,206,164	2,780,228	1,746,493	82,162	1,026	6,202,437
1854	111,637	2,006,925	6,837,890	3,239,987	41,153	148,411	13,132,501
1855	103,419	6,208,155	7,517,625	1,888,538	19,326	92,011	16,632,750
1856	216,389	8,364,420	11,129,668	1,014,737	591	19,051	18,483,672
1857	259,618	9,846,052	6,814,615	506,778		17,968	18,483,673
1858	470,402	8,850,257	7,726,264	1,519,069		132,020	20,87,189
1859	698,351	7,166,696	4,349,360	1,185,703		486,218	16,754,136
1860	698,132	12,402,197	13,700,113	1,091,698		287,449	31,108,759
1861	1,003,920	15,835,954	24,372,725	1,633,237		226,534	51,481,862
1862	1,739,849	13,808,898	29,432,610	3,112,306		532,185	60,477,110
1863	1,522,085	10,793,295	25,051,450	9,234,858		948,223	54,287,545
1864	1,265,343	10,550,026	12,235,452	10,567,050		343,208	46,718,543
1865	1,263,428	7,014,867	25,437,241	11,142,140		607,484	52,208,181
1866	1,981,525	10,118,907	32,753,181	9,961,215		1,300,821	61,486,324
1867	2,015,455	10,557,123	21,267,205	10,226,026		1,546,891	55,187,909
1868	2,369,619	10,374,683	24,770,626	14,440,630		901,183	63,688,558
1869	2,339,003	13,244,249	21,286,803	8,800,646		738,734	56,199,515
1870	1,705,977	16,432,585	17,777,577	8,507,735		913,629	54,745,503
1871	1,287,574	12,905,449	36,716,030	12,151,247		1,325,867	71,800,789
1872	1,361,328	12,160,046	47,013,552	12,255,537		779,805	83,364,224
1873	2,303,490	24,455,657	36,754,943	15,694,133		960,613	91,597,092
1874	2,306,576	27,634,587	32,705,324	10,561,673		335,077	84,020,691
1875	2,285,113	23,184,349	26,443,884	10,279,134		310,592	72,369,174
1876	2,634,838	14,361,950	45,629,035	11,271,642		1,433,976	87,241,396
1877	2,488,305	14,909,160	46,361,901	12,497,642		1,553,375	90,706,076
1878	2,779,640	24,211,739	59,944,200	16,464,513		2,025,654	118,675,469
1879	3,080,540	31,006,789	61,299,376	13,514,020		2,34,363	125,528,379
1880	2,862,737	22,796,268	93,572,134	20,649,427		1,365,105	154,377,115
1881	4,499,744	17,127,540	75,463,213	23,250,297		1,101,432	140,30,597
1882	3,843,617	19,767,884	49,073,609	23,658,239		1,773,148	114,864,933
1883	3,984,431	11,728,754	71,666,508	31,845,993		3,838,554	141,720,229
1884	4,808,884	21,046,577	53,274,050	34,230,293		4,365,757	138,65,155
1885	5,210,119	13,975,032	58,805,567	32,426,461		1,216,961	135,587,921
1886	3,778,227	15,750,129	56,376,476	32,364,208		817,553	129,636,678
1887	6,391,568	26,857,750	50,167,814	37,663,330		700,740	151,658,224
1888	5,492,100	12,000,169	69,522,565	40,896,971		1,744,360	156,659,986
1889	3,916,454	16,138,825	83,861,818	50,471,836		2,801,366	179,035,997
1890	4,134,586	11,973,776	90,574,379	70,768,222		3,280,633	204,674,918
1891	4,048,129	38,960,169	66,578,300	68,771,614		7,572,991	207,987,762
1892	5,710,650	43,838,795	66,104,220	67,332,322		2,75,100	216,182,008

In no one item, perhaps, has the wonderful growth of the trade and commerce of Chicago been more strikingly illustrated than in the increased number and capacity of the grain elevators of the city. During the earlier history of the warehouse business, their capacity increased about 500,000 bushels from 1858, when it is estimated to have been 4,095,000 bushels. From 1861 to 1862 it was some 900,000 bushels; in 1863, over 3,000,000 bushels of additional room was

provided, and during the eight years following the capacity of these receptacles for storage had appreciated to 11,375,000 bushels. The enlargement is shown in the following statistical table:

YEAR.	NUMBER.	CAPACITY.
1868.....	17	10,680,000
1869.....	17	11,580,000
1870.....	17	11,580,000
1871.....	17	11,375,000

During the week of the great fire six of these mammoth storehouses, with an aggregate capacity of 2,475,000 bushels, and containing, at the time of their consumption,

1,559,395 bushels, were reduced to ashes. The following list shows the name, proprietor, capacity and amount on hand on October 9, 1871:

NAME.	PROPRIETORS.	NOMINAL CAPACITY.	GRAIN DESTROYED. BUSH.
Central Elevator A.....	J. & E. Buckingham	700,000	593,000
Munger & Armour Elevator.....	Munger, Wheeler & Co.	600,000	379,666
Galena Elevator.....	" " "	450,000	266,193
Hiram Wheeler's Elevator.....	" " "	400,000	209,744
National Elevator.....	Vincent, Nelson & Co	250,000	170,702
Lunt's Elevator	Orrington Lunt & Bro.....	75,000	.....
Total .....	.....	2,475,000	1,559,399

The elevators remaining after the fire were as stated below:

NAME.	PROPRIETORS.	NOMINAL CAPACITY.
Central Elevator B	J. & E. Buckingham.....	1,600,000
Rock Island Elevator A	Flint, Thompson & Co.....	750,000
Rock Island Elevator B.....	" " "	1,250,000
C., B. & Q. Elevator A	Armour, Dole & Co.....	1,200,000
C., B. & Q. Elevator B	" " "	850,000
City Elevator.....	Munn & Scott	1,200,000
Union Elevator	" " "	700,000
Northwestern Elevator.....	" " "	600,000
Munn & Scott's Elevator.....	" " "	200,000
Iowa Elevator	Sprague, Preston & Co.....	300,000
Illinois River Elevator.....	Edward Hempstead.....	200,000
Total .....	.....	8,900,000

In comparison with the figures given above, the 4,875,000 bushels, which constituted the aggregate capacity of the Chicago elevators in 1858 seems small. Year by year, the warehouses found their capacity taxed to the utmost during the winter months, and in addition vessels were frequently loaded and tied up in the harbor in winter quarters, along adjacent docks to relieve the overflowing bins.

The public elevators were early found to be of the utmost service in facilitating the handling and transferring of grain in bulk from cars to ships and canal-boats. In fact, the railroads soon came to regard them as almost an essential part of their systems. Some of the roads built warehouses for themselves; others laid rails to those already built. Loose and ill-considered legislation, however, proved an obstacle, and prior to 1854 no large elevators were erected, but at that time the Galena was built, as well as the Munger & Armour warehouse.

As time went by, and the receipts and shipments of grain from Chicago swelled in

volume, the value and importance of these storage houses became more and more apparent, and as the system of inspection and grading became perfected, warehouse receipts were more and more regarded as stable securities. The responsibilities of the warehousemen themselves demanded as accurate and unimpeachable business management as did banking itself, even if it did not involve still greater fiduciary responsibility to the public. In fact, the value of the grain held in trust in the elevators frequently exceeded the deposits of all the banks in the city. An important point of difference, however, was to be found in the fact that while the depositor permitted the banker to use the funds placed in his hands for safe keeping, the warehouseman was required to hold the property delivered to him intact and ready for immediate delivery on payment of storage charges. Notwithstanding this, as has been said before, many serious abuses sprang up from incomplete legislation. At first, warehouse receipts for grain were issued as soon as the same began to be stored, the

grain belonging to different parties being stored in separate bins and delivered in specie. In consequence no two bins were likely to contain grain of similar quality, and it was impossible to ship cargoes (unless drawn from a single bin) as now. Moreover, "standard" wheat taken from one elevator often decidedly varied in quality from the same grade taken from another. The result was multiplicity of trouble and vexation among dealers, which increased with the growth of the grain trade. This was particularly marked in the case of wheat, because of the variations in condition in which it came to the market. The system of grading adopted by the Board of Trade in 1856, in absence of any statutory law upon the subject, in defining standards in wheat, was advisory only, and warehousemen were entirely free either to adopt or reject it. While it was a step in the right direction, it proved but a very imperfect remedy for existing evils. The elevator men became more and more indifferent, while the practice of mixing good wheat with inferior grades became so common among buyers and shippers, as to bring the Chicago market into serious disrepute and to result in the diversion of a considerable proportion of the better wheat to other points, where the lax inspection in Chicago might be avoided.

In 1858, the Board of Trade and the leading warehousemen of the city combined in an effort to establish uniformity in grades. During the month of May of that year, the Board of directors considered the subject of reform in grain inspection, and laid before a meeting of the full Board a report condemning the prevailing method, which was characterized as affording no uniformity and fixing no responsibility, and recommending the appointment of one chief inspector who should have power to appoint deputies to be approved by the Board of Trade. The report was received with favor, and a committee consisting of Messrs. Julian S. Rumsey, S. H. Butler and Charles S. Dole was appointed

to evolve and draft a new system of wheat inspection. This committee recommended that much of the wheat which had up to that time been passed as "standard" grade as "rejected," and proposed that after June 15th, the inspections be made more rigid than formerly. "Standard" wheat should be subjected to more severe tests. The new grades suggested were "club," or "No. 1 spring," "No. 2 spring" and "rejected." As a matter of course the co-operation of the warehousemen was essential to make this reform successful. Accordingly, their assistance was sought by the committee, and the report was accompanied by an agreement signed by the leading grain carriers of the city.

The system of grading recommended by the committee, with some amendment, was adopted by the Board of Trade, which passed resolutions designating June 15th as the date when the new system should go into operation. Several changes, however, were found necessary before the close of the season. "No. 2 spring" was changed to "standard," and test weights of the different grades of spring wheat were established. Subsequently another grade between "standard" and "rejected" was fixed and designated as "No. 3 spring."

George Sitts was the first chief inspector appointed, and the Board's first committee on inspection, under the new rules, was composed of Julian S. Rumsey, S. H. Butler and C. S. Dole.

At first, the new system was applied only to grain received by various railroads, but by the end of the year the Board voted to extend its operation so as to cover grain landed by lake and canal-boats. In this particular, however, it did not prove an entire success for the reason that the warehousemen, not recognizing it as compulsory, exercised their own discretion about observing it. The result was that for many years large quantities of grain received from canal-boats went into store without being inspected.

It will be seen that the system of grading

wheat actually had its beginning in the year 1858, although for several years thereafter changes were so frequent that eastern and foreign markets found it impossible to rely upon Chicago grades.

In August of the following year—1859—the grades of wheat were, for the first time, fully defined. The features of classification embraced quality, condition and weight, as they do now. The grades were approved and reaffirmed in 1860. It would prove uninteresting to follow the history of subsequent changes from that date until the present time. No sweeping revision has been made since 1859, and the standards established that year have remained substantially the same down to the present.

The first law relating to warehouses and warehousemen in Illinois was passed in 1851. Prior to that time each warehouseman was "a law unto himself," being subject only to the penalties provided by the statutes relating to fraud or other irregularities. In January of the year named, the legislature passed an act entitled "An act relating to wharfingers and other persons, and to prevent fraud. It provided that no receipts should be issued for grain not actually in store, and none for money loaned; that no second receipt should be issued while the first was outstanding, and that property in store should not be transferred without the consent of the party holding the receipt.

Violations of these provisions were made felonies, punishable by a fine not exceeding \$1,000 and imprisonment in the penitentiary not exceeding five years; these penalties being in addition to the right of an aggrieved party to maintain a civil action for damages. For sixteen years this law remained upon the statute books unchanged. At the time of its passage the city had only three elevators, the aggregate storage capacity of which did not exceed 100,000 bushels. The entire shipments of wheat were but 477,660 bushels. Speculation was little indulged in, and so warehouse receipts were seldom negotiated. The grain received was usually

stored in separate bins, to await the order of the particular owners regarding its disposition.

In 1867 a second "warehouse bill" was passed. By this time the receiving and shipping of grain had become the most important feature of western trade. The three small elevators had been succeeded by seventeen, whose aggregate storage capacity was 10,880,000 bushels. In these were stored, during the winter months, great quantities of wheat, corn, rye, oats and barley, divided in all into twenty distinct grades. Every bin so stored was represented by receipts issued by the warehousemen, redeemable on presentation in the precise weight and quality called for. These receipts had become current in all markets of the country as collateral securities, and were regarded by the banks as having no superior, being held in some cases on deposit to an amount far exceeding the capital of the institution holding them. It will, therefore, be readily seen, as has already been said, that no class of Chicago business men had greater responsibility or more financial trust than had the owners of these public warehouses; and it is but just to add that none endured so severe a test with less stain upon their reputation. Notwithstanding this fact, there were found cases, not only among the warehousemen, but also among members of the Board of Trade, where cupidity got the better of honesty, and grave abuses were discovered. In a word, the existing laws were found to be inadequate to regulate the business, which had, in its magnitude and importance, entirely outgrown them. The subject was taken up by the newspapers, which so aroused public sentiment that in February, 1867, the legislature passed the bill to which reference has been made, popularly known as "the warehouse act." It contained twenty-two sections, and embodied many new provisions, designed to meet a changed condition of affairs.

The warehousemen were disposed to observe its requirements, although they regarded



Jesse Spalding

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some of its provisions as arbitrary and unjust. They complained of the prohibition placed upon the receipt of grain without inspection, regarding it as an unjustifiable interference with individual rights inasmuch as it forced inspection upon them, by holding out the alternative of deprivation of facilities of storage. They also regarded some of the penalties for violations of the law as extremely severe, all discretion in the matter being taken away from the courts. But the most serious opposition to the law proceeded from members of the Board of Trade, who perceived underlying the act, the intention entirely to prohibit the practice of speculating in grain; and as the speculative members of the Board were, at that time, in a majority, it was determined to treat the obnoxious sections as null and void. A few ineffectual efforts were made to prosecute the offenders, but as it was found that the section complained of proved, in some cases, an actual hindrance to legitimate trade, and did not seem germane to the bill for the regulation of warehousing, the section complained of was repealed April 8, 1869, and the law was not further amended until 1871.

The constitutional convention of 1870 regarded the warehouse interest as of sufficient importance to come within the purview of the organic law, and devoted several sections to that subject. The next general assembly, which convened in 1871, revised the statutes concerning warehouses and inspection of grain, and passed a law, taking the entire control of the inspection and the establishing of grades away from the Board of Trade and placing it under the supervision of officers of the State. The act was approved April 25, 1871, and went into effect in the following July.

An account of the conflict between the proprietors of elevators and the Board of Trade in reference to this matter has already been given.

The fire of October, 1871, caused great confusion and demoralization in the warehouse business. Not only were six of the

seventeen elevators consumed, but a large proportion of the receipts for grain which remained in those not burned were lost or destroyed. To relieve the warehousemen and shippers from this dilemma, the legislature, at its special session, passed an act authorizing the delivery by warehousemen of grain stored prior to October 8, 1871, without the production of any receipt therefor, upon receiving proof under oath that the original receipt had been destroyed in the fire, and that the claimant was the rightful owner.

The most important executive officers appointed by the railway and warehouse commissioners were an inspector of grain and a warehouse registrar. Proprietors of elevators were required to procure licenses from the circuit court of the county in which they were situated, and to file a bond of \$10,000 for the faithful discharge of their duty as warehousemen, to conform to the rate of warehouse charges for storage, as fixed by the State, furnish such information to the warehouse registrar as would enable him "to keep a correct account of the grain received and delivered," and "to keep a full and correct record of all receipts issued and canceled."

The difficulty experienced by the commissioners for many years in enforcing these provisions of the law has been already described. The elevator men generally regarded the law as arbitrary and unconstitutional, and as interfering with their private business to an unwarrantable extent. At the same time, some of them conformed to its requirements for the reason that they found it to their advantage to avail themselves of certain of its provisions.

On August 20, 1872, a conference of warehousemen and bankers was held, at which was adopted a conciliatory policy, and thereafter prompt and satisfactory reports were made, as the law required. At this meeting a formal agreement was drawn up, by the terms of which it was supposed that it had been rendered impossible for a shipment of

grain to be made from store without the cancellation of a corresponding amount of receipts, or an exposure of the fraud. One of the chief causes which led to the adoption of this system was the discovery of an enormous fraud at the time of the falling of the Iowa elevator, when it was found that the outstanding receipts covered a larger amount than the grain in store.

The elevator men, however, were not content to abandon their position without a legal struggle, and the warehouse act was brought before the courts for adjudication. A test case was that of *Munn & Scott vs. The People of the State of Illinois* (mention of which has been already made), in which both the circuit and supreme courts of the State upheld the constitutionality of the act. An appeal was taken to the supreme court of the United States, which tribunal sustained the judgment of the Illinois courts, Justices Field and Strong dissenting. The decision of the court of last resort left no course open to the warehousemen, but to take out their licenses and conform to the provisions of the law.

The commissioners adopted the inspection fees previously fixed by the Board of Trade, but were compelled, from time to time, to reduce the amount charged, in order to meet the requirements of the law that the department should be self-sustaining only, and not productive of revenue. In comparison with the manifold advantages resulting from inspection, the cost to the parties interested has been so small as to be insignificant, not having exceeded one-fifth of a mill per bushel. The commissioners continued to follow the principles of grading and inspecting which had been established by the Board, making such occasional changes as the varying conditions of the trade required. Thus, in November, 1876, grades Nos. 1 and 2 spring wheat were required to weigh no less than 53 pounds to the measured bushel. In 1878 the rule in the case of mixed spring and winter wheat was changed by designating it as winter wheat. Other changes—

more or less important—were made in subsequent years, with a view of raising the standard of inspection. The commissioners, however, for the sake of consistency, continued the policy enforcing uniform standards of grading, modifying as seldom and as little as possible, while paying due regard to the increasing volume and varying quality of grain receipts from year to year.

Although the system of inspection of grain by the State encountered such persistent opposition when first inaugurated, it established for this market a reputation at the leading export points all through the United States and Canada which is unrivaled. Chicago inspection soon came to be regarded as almost infallible at New York, Boston, Philadelphia, Baltimore, Montreal and other points, and the Illinois plan was followed by many States, which established a department for the same purpose.

There were, in all, thirty-eight grades of grain received at Chicago in 1880, distributed as follows: Of winter and spring wheat, ten; of corn, nine; of oats, four; of rye, three and of barley, five. Four years later there were twenty-four grades of wheat, ten of corn, six of oats, three of rye, and eight of barley. The commission adopted new rules relative to inspection on September 1, 1883, wherein some radical changes were made. The year following the grade heretofore known as "regular" was abolished, upon the suggestion of the Receivers' Association of the Board of Trade.* Three grades of Colorado wheat were established. An important change was also made in the grading of corn, "higher mixed" being designated as "yellow."

An illustration of the high degree of efficiency to which the inspection department had been brought is afforded by the fact that during the seasons of 1883-84, when the quantity of corn in store in Chicago was

* This organization was formed to advance the interest of receivers and shippers of grain, and to promote and maintain such regulations as would protect both these departments of business.

enormous, not one bushel of inspected corn (of contract grade) was found to be out of condition, while in nearly every corn market in the country hot and damaged corn of same grade was found in very considerable quantities.

In April, 1873, a committee of appeals was established, upon which was conferred authority to hear and decide all appeals from the grading of the inspection department, and to consider all disputes in connection with the department which might be referred to it. These decisions were to be final. On July first of the same year, the commission appointed the following gentlemen members of this committee: H. C. Ranney, J. R. Bensley, and John P. Reynolds. Mr. Ranney resigned in September and was succeeded by T. T. Gurney. During the first year, appeals were taken from the grading of seventy-eight cars, and the inspection department was sustained in forty-three. When it is considered that 90,000 cars of grain were received in Chicago that year, error in the inspection of thirty-five appears insignificant.

In fact, so slight an error may be regarded as an indirect, although no less positive, proof of the thoroughness and accuracy with which the work of the department was conducted. As trade increased, so also did the number of appeals, but, so far as shown by the report of the commissioners, the proportion of errors continued in about the same ratio.

Prior to July 1, 1871, the fees received on appeals were divided equally among the members of the committee. On that date the commissioners fixed the salary of each member of the body at \$1,000 per annum, and diverted the large amount theretofore annually received from this source from the pocket of the committeemen to the treasury of the Board. The result of this change of policy was beneficial to the treasury of the association, although it seriously diminished the official income of the members of the committee. The latter, however, gave their cheerful acquiescence.

The following table shows the names of the inspectors-in-chief and warehouse registrars from 1871 to the present time:

YEAR.	INSPECTOR-IN-CHIEF.	WAREHOUSE REGISTRAR.
1871	William F. Tompkins . . .	Steven Clary.
1872	" " . . .	" "
1873	William H. Harper . . .	" "
1874	" " . . .	Troilus H. Tyndale.
1875	General J. C. Smith . . .	" "
1876	" " . . .	" "
1877	" " . . .	" "
1878	John P. Reynolds . . .	" "
1879	" " . . .	" "
1880	" " . . .	Harry S. Dean.
1881	" " . . .	P. Bird Price.
1882	P. Bird Price . . .	Wm. C. Mitchell.
1883	Frank Drake . . .	" "
1884	" " . . .	" "
1885	P. Bird Price . . .	" "
1886	" " . . .	John W. Burst.
18-7	" " . . .	" "
1888	" " . . .	" "
1889	" " . . .	" "
1890	" " . . .	" "
1891	" " . . .	" "

The destruction of so large a proportion of elevators in the fire of 1871, to which reference has already been made, so reduced the capacity for storage that several railroads declined to receive grain for transportation to Chicago. During a portion of the year following, the elevators remained practically closed, for the reason that a few speculators had succeeded in cornering all the grain in the market. In 1872-73, however, the grain trade of the city witnessed a most decided advance, which was undoubtedly due, in part, to the steady growth of confidence in the inspection department. Warehouse receipts, which had heretofore been regarded with suspicion, came to be accepted by banking institutions and capitalists as the very best security. So perfect had the system of registration become that the placing of fraudulent receipts upon the market, without immediate detection, was well nigh impossible.

The partial failure of the crops during the two or three years following necessarily reduced the receipts of grain. The crop of 1875 was smaller than that of any year preceding it since 1865. In fact, the minimum of receipts and shipments was reached that year. The years 1876-77 were also years of light receipts, and consequently higher prices. But in 1878 arrivals of grain were nearly double those of 1875. This fact tended to

restore the pre-eminence of Chicago as a market for winter wheat, which had been gradually departing from her. In 1879, the receipts of grain increased by 8,316,718 bushels. The inadequacy of the storage capacity of warehouses was again seriously felt. In many cases vessels were utilized for the purpose of storing grain, and large quantities were shipped past Chicago to other markets for this reason alone.

An innovation in the method of transferring grain was inaugurated in 1878. During that year an unusually large amount was transferred on track, mostly in the winter and spring months, to cars for shipment east, without going into store. By the adoption of this policy shippers cut off two items of expense: First, the terminal charges of the railroad companies for switching and for trimming when in the process of loading, and, second, the warehouse charges for transferring. The system, however, did not prove satisfactory pecuniarily, inasmuch as the owners of the grain frequently found discrepancies in weight. Subsequently the railways abolished terminal charges, so that one incentive to a continuance of this method was removed.

In 1882, for the first time in seven years there was a falling off in the number of bushels of grain inspected in. This was largely attributable to the fact that the abundant harvest of Europe reduced the export demand, thereby causing lower prices. The previous year, however, had left the western farmers prosperous, and they were able to hold their grain for better prices.

The facilities of Chicago for handling grain are unsurpassed. A few figures may be given by way of comparison. This city contains 28 stationary grain elevators, with a capacity of 31,000,000 bushels; New York has 27, with a capacity of a little less than 27,000,000; Duluth has 14, capable of handling 19,000,000; while next on the list comes Minneapolis, with 16 elevators, and storage room for 13,000,000 bushels. But it is on the pre-eminent perfection of appointment and systems that Chicago elevators cast competition in the shade.

The following table shows the number and capacity of the elevators of Chicago, together with the names of their proprietors and the railways from which the grain is received:

NAME OF ELEVATOR.	PROPRIETORS.	RECEIVED FROM.	CAPACITY BUSHELS.
Central "A".....	J. & E. Buckingham.....	Illinois Central.....	1,000,000
Central "B".....	" ".....	" ".....	1,500,000
C. B. & Q. "A".....	Armour, Dole & Co.....	C. B. & Q. R. R.....	1,250,000
C. B. & Q. "B".....	" ".....	" ".....	850,000
C. B. & Q. "C".....	" ".....	" ".....	1,750,000
C. B. & Q. "D" and annex.....	" ".....	" ".....	3,000,000
Union.....	Munger, Wheeler & Co.....	Chicago & Alton.....	800,000
City.....	" ".....	C. & N. W. Canal.....	1,000,000
Northwestern.....	" ".....	" ".....	600,000
Fulton.....	" ".....	" ".....	400,000
Air Line.....	" ".....	" ".....	700,000
Galena.....	" ".....	" ".....	750,000
Iowa.....	" ".....	" ".....	1,500,000
St. Paul.....	" ".....	C. M. & St. P. R. R.....	1,000,000
Wabash.....	Geo. L. Dunlap & Co.....	W. St. L. & P.....	1,750,000
Indiana.....	" ".....	Various R. R.....	1,500,000
Rock Island "A".....	Flint, Odell & Co.....	C. R. I. & P.....	1,500,000
Rock Island "B".....	" ".....	" ".....	1,250,000
National.....	Vincent, Nelson & Co.....	C. & A. R. R. & Canal.....	1,000,000
Chicago & St. Louis.....	Illinois Trust & Savings Bank.....	Railroad & Canal.....	1,000,000
Illinois River.....	Wm. Dickinson & Co.....	I. & M. Canal.....	200,000
Neely & Hambleton.....	Illinois Trust & Savings Bank.....	R. R. & Canal.....	600,000
Chicago & Danville.....	P. D. Armour.....	Railroad.....	450,000
Pacific "A".....	Chicago & Pacific Elevator Co.....	C. M. & St. P.....	1,000,000
Pacific "B".....	" ".....	" ".....	1,000,000
George A. Seaverns's.....	George A. Seaverns.....	C. & A. R. R.....	900,000
E. Hess's.....	E. Hess & Co.....	C. M. & St. P.....	250,000
George A. Weiss's.....	Geo. A. Weiss & Co.....	C. & N. W. R. R.....	300,000
Total.....			28,800,000



Charles Harding

While the average citizen is fond of pointing to the grain elevators as one of the chief sources of the city's legitimate pride, comparatively few of the dwellers in the chief grain market of the world are familiar with the interior arrangement and system of management of these mammoth storage houses, the like of which can scarcely be found in the civilized world. The popular fancy pictures them as enormous caverns, whose dimensions may be roughly estimated by measuring the four towering, exterior walls,—a sort of haymow, which, if sawed in two in the middle (supposing that were possible), would discharge a veritable deluge of grain into the surrounding streets. Such a mistaken conception might be surprising if it were not so common. Actual survey alone can furnish a correct idea of the interior of the warehouses, and it may be added that a visit behind the scenes of a metropolitan theatre can hardly prove more interesting.

Among the first objects to attract the attention of the incoming traveler are these vast structures, void of all pretence of architectural beauty, resembling in form and magnitude uncompleted pyramids, with roofs rising into a smoky haze, which obscures them from view. And yet any one of these unsightly piles contains within its walls "the value of a king's ransom." And if the inquisitive visitor happened to be upon a train coming from the sun-kissed prairies of the Northwest, he might find himself landed, together with locomotive and cars, right within those same walls. The only small thing about these vast receptacles for bread-stuffs is the minute kernel of the grain which is received, housed and distributed in a manner at once perfect and unique.

For purposes of general description the largest in the world—the Armour Elevator D—may be selected. The enormous ground floor at first reminds one of the transept of a great cathedral. Here grain is received, from wagons or cars, inspected and graded, but on this floor there are no facilities for

storage. Above the heavy timbers which form its top, however, rise to the altitude of nearly 150 feet tier after tier of lofts, whose areas are broken by long rows of mighty bins and ponderous weighing machines. There are 379 of these bins, each 12x12x65 feet, and capable of containing 7,000 bushels, their total capacity exceeding 2,500,000 bushels—an amount beyond ordinary comprehension. They can receive and weigh 500 cars, or 300,000 bushels per day, while their capacity for delivery is 100,000 bushels per hour. As an example of what may be accomplished by the substitution of machinery for manual labor, this record is said to stand unrivaled, and is repeated over and over again each year. Seventy-five men are found sufficient to operate this machinery, which is driven by a Corliss engine of 1,200 horse power of the description known as "fore-and-aft compound valve-motion." The main driving belt, which is made of eight-ply rubber and duck, is said to be the largest in the world, being 250 feet long and five feet wide. It runs very nearly vertically from the engine to the pulley on the counter shaft, which is situated at the top of the building. All along other counter-shafts are pulleys, over which run no less than twenty 8-inch rubber elevator belts, each of which carries steel buckets, riveted to its face at regular intervals. As these belts move upward they carry full buckets on one side, which, as they pass over the driving pulley at the top are emptied, and descend empty, on the other side.

The grain, once discharged, falls through chutes—by force of gravitation—to the main body of the elevator, whence it is directed by other chutes to any desired point. The distribution is accomplished by means of a chute rotating on a vertical axis, the prolongation of which would pass through its lower mouth. Thus when swinging round on its pivot, its upper (or receiving) mouth remains constantly in the same position. Around its lower end are arranged, in a circle, the yawning and insatiate mouths of a num-

ber of other chutes, each numbered to correspond with a particular bin and each capable of being connected with the central shaft. In this way, one elevator is made to feed a number of bins.

On the next floor below the chutes are what are known as "garnerers," which are simply square bins, holding 1,000 bushels each. Immediately under each is a platform scale, whose bin contains precisely the capacity of the garner above it and receives grain therefrom, as desired. There are 28 of these scales in all—12 for receiving and 16 for shipping—and on them the grain is weighed, the capacity of each being 60,000 pounds. Much (probably most) of the grain received is simply graded and delivered in bulk, *i. e.* a like weight is given the owner. Other grain is received with "identity to be preserved," and in the latter case delivery is made in specie.

All garnerers, weighing bins and storage bins have sloping bottoms, to prevent the lodgment of kernels on their passage; and all grain is weighed twice (on receipt and withdrawal), each weighing necessitating its elevation to the top of the building under the system which has been explained.

From the description above given (necessarily imperfect because synoptized) some idea may be formed of the compilation of figures involved in the perpetual filling and emptying of the storage bins. The simplification of labor extends to this department of the business, as to every other. The record is kept on a large blackboard, divided into squares, each of which is numbered to correspond with the bin which it represents. The contents are recorded with chalk of various colors, each color representing a particular grade of a special description of grain. This enormous blackboard, with its seemingly cabalistic symbols, affords a complete and readily comprehensible key to the location, kind, grade, quality and ownership of each and every bushel of grain in the warehouse.

In the construction of "Elevator D," there were used 8,000,000 cubic feet of wood and

some 4,000 kegs of nails. The main building is filled in with brick between the timber and the outside walls, while the roof and cupola are sheeted with tin. Its dimensions are—length, 448 feet, width, 11½ feet, and height, 152 feet. It is lighted throughout by electricity; every precaution known to science has been introduced as a preventive to fires; and its cost considerably exceeded a round half million.

Notwithstanding the fact that Chicago, at the time of its settlement, was contiguous

Lumber Trade. to a section of country in which lumber was abundant, the needs of the first settlers would seem to have exhausted the available supply at a very early period. As early as the summer of 1833, it was found necessary to bring lumber from the heavily wooded regions farther north. David Carver was the first merchant of whose dealing in this indispensable article of commerce any record has been preserved. In the summer of the year mentioned (1833), he is reported to have shipped from St. Joseph, Mich., a cargo of lumber to Chicago in a schooner bearing his own name. The cargo was made up of whitewood and pine, and was landed at some point on the river between Dearborn and State streets. The shipment was used in the erection of the first Catholic church in the city, known as St. Mary's. This sale was the first of which history has preserved any record. During the same year, however, there seems to have been a sale of a raft of lumber by John Mann to Joseph Adams. The property transferred consisted of square building timber, which the seller poled from the mouth of the Calumet to where the Chicago river empties into the lake. The number of feet sold cannot be accurately stated, but the price paid for the whole raft was \$100. It was ultimately purchased by Nelson R. Norton, and formed a part of the first bridge built across the Chicago river—that at Dearborn street.

The next arrival of lumber (also from Michigan) was brought to Chicago in a little

schooner known as the "General Harrison." There being no pier at that time, flat-boats were utilized for the transfer of the schooner's load to the bank. The vessel returned for another cargo, but when the second arrived a pier had been completed, and the unloading was done at the dock.

The first shipment of lumber from the east to Chicago was made in 1834, on a vessel plying between Chicago and Buffalo, owned by George Smith, who was subsequently prominently identified with the banking interests of the city. The cargo consisted of 50,000 feet of lumber and was sold to Thomas Cook, who had the same unloaded upon the bank of the Chicago river, between Washington and Randolph streets.

Closely allied to the lumber trade in general was the establishment of saw-mills.

The needs of the hamlet soon gave occasion for the erection of saw-mills, the first of which was put in operation in 1832, along the bank of Hickory creek, and on the slough a little way south of the present Division street. In 1834, this mill was destroyed by fire, but rebuilt and improved in 1835. The north pier was begun in that year, and the three-inch planks which covered it were sawed at this establishment. G. S. Hubbard and Remsley Huntoon were its successive proprietors. During the period while it was operated by Captain Huntoon, a shingle machine was added to the outfit of the mill. About fourteen miles up the north branch was a water-power establishment owned by John Miller, which furnished the motive power for Huntoon's mill, at which were sawed the various descriptions of timber growing in the adjacent forests, from which (before it had been dried) most of the houses of that day were erected.

Another of the pioneers in this branch of industry was Mr. Cammack, who constructed and operated a saw-mill near the location of the present Kinzie street bridge, upon a site now occupied by the Fulton elevator. The son of the proprietor worked in the pit, while Mr. Cammack himself was top-sawyer.

Another saw-mill was located in the same vicinity by William Lester, who is said, on the authority of the *North Western Lumberman*, to have originally wasted his talents in an unsatisfactory effort to construct a machine for perpetual motion. Another mill was built in 1836, on the north branch in the neighborhood of Chicago avenue, which was regarded "a thing of beauty and a joy forever." In those days there was elm, oak and whitewood timber growing north of the river, and the ease and rapidity with which these woods were worked up by the mill last mentioned attracted a large number of Sunday visitors, who came as sight-seers.

Newberry and Dole built a lumber dock in 1835, a short distance west of the present State Street bridge. During this year, also, John H. Kinzie and David Hunter were prominent lumber dealers of the city. Another lumber yard of those days was that of Captain Carver, which was situated near Newberry & Dole's dock. Carver's yard passed into the hands of George W. Snow, by purchase in 1839.

As has been already said, the first receipt of lumber in Chicago from the north was from St. Joseph, Michigan. The next arrival of which anything authentic is known was consigned from the mill of a Mr. Conroe, located at Manitowoc, Wis., to Taylor & Spalding, who handled it upon commission.

Charles E. Avery engaged in the lumber business in Chicago in 1837, his yard being at the corner of La Salle and South Water streets, and shipments being made to him from Singapore, near the Kalamazoo river.

The firm of Taylor and Spalding was composed of Augustin D. Taylor and T. S. Spalding. Their yard was on South Water street, east of State, and for many years they received and sold lumber shipped to them upon a vessel known as the "Commerce." The firm bought this vessel from Oliver Newberry, and, soon after purchasing the same, rebuilt it, changing its name to "Hiram Pearsons." It subsequently passed

into the possession of Frederick J. Hurlbut, and later into that of Mr. Conroe.

Jabez Barber and Richard Mason, whose trade was that of steam engine builders, were identified with the lumber interest of the city as early as 1837. The story of their connection with this trade is an interesting one. Leaving Montreal, they went to Michigan to construct a saw-mill, but owing to lack of capital on the part of their employers they found themselves stranded in a strange country. They completed the mill, and began sawing lumber on their own account. As they owned no team, they hired a man and his muscular wife to roll the logs into the mill. Having got some little start in business, Mr. Barber came to Chicago and opened a yard on Market street near Randolph. This was in 1837, and the firm name was Barber & Mason. In 1848, the concern removed to Canal street, between Madison and Monroe, and in 1852 another yard opened on the south branch between Charles and Van Buren streets. The last location was abandoned in 1854, and in 1856 the firm seems to have gone out of business.

Among the lumber merchants mentioned in the Chicago directory of 1839, was Willis King, but it seems probable that Mr. King engaged in the business in Chicago as early as 1837, establishing himself on the south branch near Randolph street. In 1849, he founded the firm of King & Tinkham, whose office was at No. 199 South Water street, and in 1851—the firm having been dissolved—his name disappeared from the list of Chicago business men.

Robert Milne and Alexander Morrison formed a partnership for the conducting of the lumber business in 1836, and located their yard on South Water street near Franklin. The co-partnership existed for six years, and in 1843, both members left the city.

The history of the Chicago lumber business might easily be extended to limits exceeding those assigned to the present review. The names of other early lumber dealers

might be added, and a full statement of their achievements and enterprise would constitute a valuable feature of the city's history. It is impossible, however, to add more than a passing notice of any of the firms who were prominently identified with the early lumber interest of Chicago, the record of whose existence has passed into memory.

Sylvester Lind and Hugh Dunlop began business in this city in 1837, as house carpenters. The fact that they were able to engage in the lumber business shortly afterwards is evidence that either house building must have been profitable or that the field of lumber dealing was comparatively unexplored. It would seem that the first venture of this firm in their original line was the construction of an edifice for George Smith, the well-known banker, at the corner of Dearborn and South Water streets. The concern also erected other buildings well known in the early days. They put up the Lind Block, at the corner of Randolph and Market streets, and were contractors for various other buildings which were then considered of no little importance.

To show the comparative insignificance of the lumber business at this period, it may be said that the lumber yard established by Mr. Lind in 1842, carried a stock of 400,000 feet only, which was considered phenomenal for the time. The growth of Mr. Lind's business was rapid, and in 1845 he bought out Wadsworth, Dyer & Chapin, whose yards lay along Randolph street, between Clinton street and the river; in 1847 he purchased the business of John M. Underwood, then located at the corner of Canal and Lake streets.

Mr. Dunlop enjoyed the distinction of having purchased, for \$8 per one thousand feet, the first cargo of Saginaw lumber ever brought to this city. It was brought in 1847 by James Frazer, who subsequently erected a mill at Kawkawlin. At the time of Mr. Dunlop's purchase lumber was selling at \$6 to \$7 per thousand feet, the retail price being \$8 per thousand feet, with an advance



J. H. Gay

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of \$1 during the winter. Very early dealers were: George W. Snow & Co. (George W. Snow and John M. Underwood); Alexander N. Fullerton, James P. Allen and George M. Higginson.

The first mentioned firm continued in business until 1842. They purchased lumber at Green Bay, Wis.; and after the retirement of Mr. Underwood, Mr. Snow continued business on South Water street east of Clark. The yard of Mr. Fullerton was on North Water street, and was opened in 1838, but the proprietor did not continue in business but a few years.

Mr. Allen's yard was established in 1838 at the corner of South Water and Franklin streets. A removal was made to Canal street in 1844, and in 1852 it was again removed to South Water street. In 1857, Mr. Allen retired from business and ceased to be a resident of Chicago. Prior to this date, however, he earned the distinction of having served as one of the first inspectors of lumber in the city, having inspected two cargoes of lumber consigned to George M. Higginson.

Mr. Higginson was one of Chicago's early lumber dealers. In 1843 he bought an interest in the firm of Norton & Tuckerman. The firm last mentioned did not confine its business to dealing in lumber, but also conducted a general store. After the entrance of Mr. Higginson into the concern the name of the firm was changed to Tuckerman & Higginson. The lumber handled by this house was shipped to Chicago by Hall & Jerome of Menominee, Mich. In 1854, the yard was set on fire, but a part of the stock was saved. Subsequently Mr. Higginson removed his business to the neighborhood of Kinzie street bridge, and later established a yard on Canal street near the intersection of Van Buren. This location was afterwards occupied by Sheppard & Sheriffe. Mr. Higginson retired from business in 1857.

Elisha Bailey, of Peshtigo, Wis. and a Mr. Fisk, of De Pere, were also consignors.

The foregoing sketch brings the history of the lumber trade of Chicago to the year 1840, and the appended list furnishes a tolerably correct statement of the concerns engaged in that line of trade in this city at the last mentioned period.

James P. Allen, C. K. Anderson, James Andrews, J. Beidler, Bentley, Orr & Warnock, Butler & Norton, George C. Norton & Co. (who had a mill at Grand Haven), Campbell & Throop, Carter & Stockbridge, Chapin & Marsh, Darius Clark, Peter Crawford, James Dalton, Hugh Dunlop, J. P. Emerson, W. N. Ferry, Foster & Holt, Green & Holden, G. M. Higginson, James & Hammond, Tarleton Jones, Sylvester Lind & Smith, James Leonard, McCagg & Reed, Barber & Mason, A. & G. L. Norton, T. L. Parker, William T. Potter, George R. Roberts, Southerland & Co., Turner & Hilliard, Throop, Wait & Co., Timothy Wright, Cobb, Hall & Spades, Alexander Officer, and Charles Mears.

From 1849 to 1855, the growth of the lumber trade of Chicago may be said to have been gradual. As may be seen from an inspection of the subjoined tables, however, a phenomenal increase was witnessed in 1855. Ex-governor Bross, in speaking of this industry during 1857, estimated that the capital invested was between 10,000,000 and 12,000,000, and that fully 10,000 hands were employed. It was estimated by contemporaneous judges that the amount of lumber in store in January, 1857, was 130,000,000 feet.

During the year last mentioned the hardwood lumber trade began to assume considerable importance. Manufacturers commenced to use black walnut, oak, ash, cherry and other varieties of hardwood, and, to supply the demand some yards devoted exclusively to the sale of this description of lumber were established. It is estimated that not less than 10,000,000 feet were handled during the year, the supply being derived chiefly from Michigan and Indiana, and the price ranging from \$12 to \$20 per thousand.

Mr. James P. Allen, one of the pioneer dealers in the West, engaged in the sale of hardwood about this time. Other yards were those of Steers & Co., on the west side of

the south branch, between Taylor and Twelfth streets; the two yards of John McKay, one at the intersection of Randolph and Market streets and the other at the corner of Canal and Van Buren streets; the yard of Fraser & Gillette, situated on Sherman street; that of Philander Jones, located on Clark street near Liberty; of Lind & Slater, on Canal street between Madison and Monroe; Loomis & Ludington, at the corner of Canal and Twelfth streets; Lull, Eastman & Co., on West Water and Lake streets; C. R. Merrill & Co., at the east end of Kinzie street bridge; Wood & Best, on the corner of Lumber and Maxwell streets, Morton & Brother, on the corner of Lake and West Water streets; S. F. Sutherland, on Market street, between Jackson and Van Buren streets; Trowbridge, Wing & Swan, at No. 116 Market street; J. M. Turner, at the corner of Ellsworth and Mather streets; Tuttle, Green & Co., at the corner of Market and Van Buren; E. W. Whipple & Co., at the corner of Grove and Cross streets; and Wilcox, Lyon & Co., on Franklin street, near the bridge.

When the city was visited by the conflagration of October 9, 1871, thirteen of the one hundred and twenty lumber yards were consumed.

As the lumber trade grew in volume and in relative importance, dealers began to perceive the expediency of effecting some sort of organization with a view to protect and advance their mutual interests. Naturally their attention was directed to the Board of Trade, which, by its charter, was authorized to adopt regulations for the inspection of lumber. Many leading firms doing business in the city during the first days of the Board had representatives among the membership of that organization. Among such firms were: Bates & Co.; Hilliard, Howard & Morton; T. M. Avery; Read A. Williams & Co.; Hannah, Lay & Co.; Fraser & Gillette; Ferry & Sons; John M. Williams; Chapin, Marsh & Foss; Holbrooks, Elkins & Co.; Jacob Beidler; Pierson & Messer; R. K.

Bickford; Artemas Carter; Holt & Mason; Throop, Larned & Co.; Frost & Bradley, and George E. Scott (of the firm of S. N. Wilcox & Co.)

Lumber, however, was not a speculative article, and the Board of Trade was quite willing to delegate any possible authority which it might have in this direction to a committee composed of lumbermen. The gentlemen constituting this committee were wont to meet after the session of the Board had been adjourned, and the meetings were supposed to be held daily.

Far the most important topic which came under the purview of this committee was the matter of lumber inspection. To facilitate this work a sub-committee was appointed consisting of Eli Bates, George C. Morton, T. M. Avery, Artemas Carter, R. H. Foss, R. Bickford and Mr. Dickey (who represented the firm of Ferry & Sons).

Even this body was found too cumbersome to be easily handled and Artemas Carter and R. K. Bickford were appointed a sub-committee to draft a system of regulations for the inspection of lumber. The care and wisdom which these gentlemen displayed in their work may be estimated when it is said that the rules which they prepared remain in force, with minor modifications, down to the present time.

The afternoon sessions of the Board of Trade committee were soon found to be inadequate for the wants of an interest so vital to the city's prosperity and so constantly growing. The trade had been so extensive that there seemed to be an imperative necessity for the establishment of a separate corporation, which was effected by means of a special charter, the incorporate name of the association being "The Lumbermen's Board of Trade of Chicago." The incorporators were Robert H. Foss, Eli Bates, T. M. Avery, George C. Morton and Reed A. Williams. The first election of officers resulted in the choice of Robert H. Foss as president and Nathaniel A. Haven as secretary. Quarters suitable for the use of an

exchange room were obtained at the corner of Lake and Market streets. The sessions were held daily, the hours being from ten in the forenoon until 2 P. M.

The first effort looking toward the organization of the various lumber interests of Chicago came to a premature end in 1857, the dissolution being chiefly due to the financial panic of that year. In fact, even before it yielded up the ghost its management had passed into the hands of commission men, who were wont to hold annual meetings, at which, after the election of officers, the time was devoted to eulogizing the advantages of membership in the association.

The commission men, however, were not destined to remain in undisputed supremacy. The yard owners, with Thaddeus Dean at their head, had succeeded in crowding out the brokers and filling the offices with their own members, even before the panic practically put an end to the existence of the organization.

The next effort thereafter looking to the organization of the lumber trade of Chicago was made in 1868-69, when articles of incorporation were granted by the legislature, providing for the formation of the Lumbermen's Exchange of Chicago. Fortunately for the best interests of the trade, this organization provided means for harmonizing the differences between the two elements—the commission men and the yard owners, or general dealers.

The act of incorporation was approved on March 11, 1869, and on the 15th of the following month (April) a meeting of lumber dealers was held at No. 240 South Water street for the purpose of effecting an organization. There was a large attendance of those interested, and the meeting was presided over by Artemas Carter, W. L. Southworth acting as secretary. A Board of directors was elected, constituted as follows: T. M. Avery, George B. Roberts, William Blanchard, A. C. Calkins, W. D. Houghtaling, Russell K. Bickford, A. F. Dwight, Wirt

Dexter, R. E. Queal, H. H. Porter, John Garrick and H. T. Porter.

The Board of directors subsequently met and organized by the election of Mr. Avery as president, Mr. Houghtaling as vice-president, Mr. Southworth as Secretary, and A. G. Van Schaick as treasurer. Mr. Avery delivered a brief inaugural address, in the course of which he said that he could see no reason why the lumber trades should not be conducted on the same principles as other large commercial interests, and that it would be his aim to bring about such a result. The directors drafted a set of rules for the government of the Exchange, which were submitted to the larger body, and by it approved on Wednesday, April 21st, on which date forty dealers in lumber became members.

Eight days later—on April 29, 1869—Russell K. Bickford, George R. Roberts, William Blanchard, A. F. Dwight and A. C. Calkins were appointed a committee on inspection, authority being given them by the Exchange to appoint an inspector of lumber.

The following committees were also named:

Arbitration—Addison Ballard, J. C. Maxwell, A. A. Bigelow, G. G. Wolcott and Malcolm McDonald.

Appeals—Jacob Beidler, Jesse Spalding, S. H. McCrea, J. C. Brooks and T. M. Avery.

At first the Exchange exerted comparatively little influence upon the trade. In 1875, a change of officers was made: W. W. Calkins was elected president, and George E. Stockbridge succeeded Mr. Southworth in the office of secretary. Mr. Southworth had served the Exchange for five years without compensation.

During the following year, the collection of statistics respecting the receipts and shipments of lumber, together with other matter interesting to the trade was made a special feature of the Exchange. It has so remained down to the present time. Mr. Stockbridge, during his term of office, began the publication of monthly statistical state-

ments, and the practice has been continued. Under the new administration, more attention was paid to the guarding of the issuance of licenses of lumber inspection according to rules established by the Board of directors.

Mr. Stockbridge resigned his office in March, 1879, being succeeded by Mr. A. H. Hitchcock, who, in turn, yielded his desk to George W. Hotchkiss.

The following is a roster of the officers of the Exchange from the date of its organization:

Presidents:—T. M. Avery, 1860; W. D. Houghtaling, 1870-71; A. G. Van Schaick, 1872; William Blanchard, 1873; A. C. Calkins, 1874-75; Thaddeus Dean, 1876; Malcolm McDonald, 1877; Thaddeus Dean, 1878-79; A. A. Bigelow, 1880; A. G. Van Schaick, 1881; A. A. Carpenter, 1882; J. P. Ketcham, 1883-84; T. H. Swan, 1885.

Vice-presidents:—W. D. Houghtaling, 1869-71; William Blanchard, 1872; W. D. Phillips, 1873-74; S. A. Irish, 1875; A. A. Carpenter, 1876; S. A. Irish, 1877; John McLaren, 1878-79; C. C. Thomson, 1880; S. K. Martin, 1881; W. E. Kelley, 1882-84; Perley Lowe, 1885.

Secretaries:—W. L. Southworth, 1869-75; George E. Stockbridge, 1875-79; A. H. Hitchcock, 1879-80; G. W. Hotchkiss, 1881-85.

Treasurers:—A. G. Van Schaick, 1869-74; J. J. Borland, 1874; A. G. Van Schaick, 1874-81; John McLaren, 1881-82; A. G. Van Schaick, 1882-85.

The lumber manufacturers formed an association in 1859. During this year, owing to the fact that the association had greatly underestimated the receipts, prices suffered a very decided decline, the heavy receipts causing a glut in the market. The arrivals exceeded the estimate by more than 100,000,000 feet, and rapid fluctuations ensued.

In 1860, clear lumber was shipped from Chicago to points as far east as the New England States in considerable quantity. Markets were also found at Indianapolis and Cincinnati. The improvement in demand brought about a gradual advance in prices, and this, in turn, induced enormous shipments from Canada and the lumber district of the Northwest.

The year 1864 was a prosperous one for

farmers, whose prosperity induced a large volume of business in other pursuits. Not only were better farm buildings put up all through the Northwest, but the demand for the products of the forests was increased by the general improvement in building trades all over the country. The receipts at Chicago during this year were unusually large, aggregating 90,000,000 feet. During 1865 there was another appreciation in the quantity of lumber received, which amounted to 145,000,000 feet.

In 1870 Chicago's reputation as a lumber market had become so well established that shipments were made from this city to the interior of Wisconsin, buyers being able to obtain cheaper transportation from this point than from the forests of their own State. First clears were sold during that year at an average price of \$35 per thousand, which was more than double the figures obtainable in 1859. A conservative observer estimated that during the decade from 1870 to 1880, the Chicago trade had so far increased that fully one-tenth of the entire quantity of lumber consumed throughout the United States was handled in this city.

The use of hardwood lumber grew slowly but steadily, until in 1885 there were thirty yards in this city devoted to the sale of this variety. The annual amount handled by them aggregated 300,000,000 feet, and the stocks carried approached 45,000,000 feet, among which was a moderate supply of foreign woods. In 1886 this branch of the trade constituted one-sixth of the total volume of business in lumber done in Chicago, and timber was received from all points of the West, Northwest and South.

The organization of lumber manufacturers to which reference has been already made, had but a short-lived existence. Whether or not it was formed for the purpose of influencing prices cannot be definitely asserted, but it is certain that when it ceased to exert any influence upon market rates it came to an untimely end. In 1883 representatives from the leading lumber interests of Michi-



Daniel T. Jones

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gan, Wisconsin and Minnesota formed the Lumber Manufacturers' Association, establishing an office at Chicago. Semi-annual meetings of this body were held, and the trade at large is indebted to the association for the collection and publication of valuable statistics.

The location of yards in that section of the city known as "the new lumber district" began in 1878. At that time the trade had reached 994,000,000 feet, and it was thought best to find a new section, where these wants could be better met. With this end in view, the South Branch Dock company, of which Colonel R. B. Mason was then president, constructed a series of canals between the south branch and Twenty-Second street. These water-ways were 100 feet wide and from twelve to fourteen feet in depth, and afforded dockage facilities amounting to nearly 13,000 feet, which, together with the river front, caused a total frontage available for the loading and unloading of lumber amounting to nearly three miles. As rapidly as possible, dealers established themselves within this territory. The South Branch Dock company divided its land in that vicinity into lots having a frontage of 100 feet on both dock and street, and a depth of 244 feet. Connecting railway tracks were laid to the new district in order to render the handling of lumber more easy, and leases were executed to the yard owners at the rate of \$10 per foot of frontage per annum. Within a year, nearly forty firms had taken up their quarters in this district and some eight first-class planing mills had been erected. So great was the demand for dock room that the company found it necessary to excavate a new canal in the spring of 1879. By 1881 the trade had outgrown the facilities thus afforded and sought another district, situated upon the south branch, and extending from Thirty-Fifth street to the stock yards.

This latter territory was visited in 1884 by a most destructive conflagration. The flames had their origin in the yards of the

Chicago Lumber company, and are supposed to have started from the flying sparks of a passing engine. Before it was under control 20,000,000 feet of lumber and 100,000,000 shingles had been destroyed, the aggregate value of which was about \$150,000.

Before this date, however, several prominent concerns had located themselves in South Chicago, and the exodus towards that quarter became more pronounced in 1884-85, when some of the best known firms in Chicago followed the example of the pioneers in this movement.

As the city grew towards the north, other yards were established in various localities on the north branch of the river. These yards, however, for the first few years found their business chiefly confined to the supplying of a retail local demand.

A writer who has interested himself in the institution of some curious estimates said at that time: "Lumber yards of Chicago, if consolidated in one, and the lumber piled in a solid body twenty feet in height, would probably occupy a space fully one milesquare; but, spread as the business is, it occupies a dock and street frontage of probably twenty miles." Nearly 500 steamers and sailing vessels were employed in the lumber trade during the year last mentioned (1884-5), and about 8,000 cargoes were loaded. An immense quantity was also brought over various lines of railroads, the number of cars so employed being fully 3,000, and the amount hauled averaging 10,000 feet per car. This enormous quantity of lumber was chiefly marketed in the West and South, and some 200,000 cars were required for its shipment.

In 1885, the number of dealers in pine lumber in the city was not far from 120; about fifty dealers handled hardwood, and there were between 100 and 110 commission men. About \$18,000,000 was invested in the business and the value of the lumber handled is estimated to have been, during that year, fully \$50,000,000.

The principal events of the year were two conflagrations in the south side lumber dis-

trict, one of which occurred on May 8th, and the other on September 25th. That of May was the most disastrous. It was supposed to have caught from a flying spark from a passing locomotive. The flames first broke out in the yard of the Chicago Lumber company, which concern was the heaviest sufferer. The fire was remote from the business centre, but the herculean exertions of the firemen brought the fire under control within two hours, although the blaze had meanwhile been communicated to inflammable material in adjacent yards. The property destroyed was valued at \$421,000, but the insurance companies were the chief losers. The September fire, supposed to have originated from a similar cause, proved less destructive. The yard of C. Gardner was the first to catch, and communication proved rapid. The loss, however, though intrinsically large (\$77,200), was trifling in comparison with the great fire of the previous May, and, like that, was fully covered by insurance.

Reference has already been made to the surprising growth of the trade in hardwood lumber. The year 1886 showed no set-back. Average monthly stocks showed an increase over those of previous years, while they were fully absorbed by the consumptive demand, which continued to increase as owners of residences came more fully to appreciate its value for use in interior finishing. There was some agitation that year of the question of amending the rules governing lumber inspection, but no action was taken in this direction. A strike occurred in the spring, probably in sympathy with the general labor troubles of that year. It was promptly met by the yard owners, who closed the yards, and broke the backbone of the movement in a few days. The great fire of 1885 had thoroughly aroused the trade's belief in the necessity for better protection, and it was largely through the efforts of the Lumbermen's Association (the members of which body were yard owners) that the fire-boat service was introduced. The introduction has proved

to be of almost incalculable value to the community at large, and the public owes a debt to the trade for its persistent efforts in this direction.

Mr. G. W. Hotchkiss, who for six years had faithfully served the Lumbermen's Exchange in the capacity of secretary, tendered his resignation, which was accepted. He was succeeded by Theodore Smith.

At this time there were three distinct lumber organizations in the city. Of these the oldest was the Exchange, whose membership included both dealers and brokers. Between these two branches of the trade existed a mild sort of antagonism. The Lumbermen's Association was composed chiefly, if not exclusively, of yard owners, who held seats in the Exchange, paid dues and assessments, but attended only when an election was to be held. There is scriptural authority for saying that "a house divided against itself cannot stand," and the subsequent history of the Chicago lumber trade verifies the accuracy of a statement which, if resting on no higher authority, is founded on sound common sense. In 1887 the Exchange had a membership of ninety. The year before it had been ninety-six; one new member had been received and seven had dropped out—a net loss of six. John McLaren, then vice-president of the Board of Education, was chosen president, M. B. Hull was elected vice-president and Mr. Swan continued to act as secretary. At the next election (1888) A. C. Soper was made the successor of Mr. McLaren. Mr. Hull gave way to D. S. Pate, and Mr. Swan was re-elected secretary.

By the time of holding the next annual meeting of the Exchange (March, 1889) the membership had fallen to 86. Mr. Soper delivered the president's address. He alluded to the fact that notwithstanding labor troubles (and notably the strike on the Chicago, Burlington & Quincy railroad), receipts of lumber had exceeded those of any year since the phenomenal arrivals of 1882. There had been a disposition to cut prices in

the southwest, and in consequence there had been more liberal consignments to Chicago. He also regarded it as worthy of note that although the volume of sales reached nearly if not quite 2,000,000,000 feet, not a single dispute arose calling for arbitration. This fact, the president thought, spoke volumes for the integrity and fairness of one of the chief industries of the city. A slight change was made this year, in the regulations governing inspection, particularly as to hardwood, some concessions being made to shippers on various descriptions. The annual election resulted in the choice of the following officers: D. S. Pate, president; W. O. Goodman, vice-president; Theodore Swan, secretary, and John McLaren, treasurer. The newly elected executive, in his inaugural, pointed out the existence of dissensions and urged amalgamation of the three separate organizations. The secretary called attention to the extraordinary powers granted by the special charter of the Exchange, and depreciated its surrender. There was, undoubtedly, a majority in favor of federation, but the issue was not urged.

At the annual meeting, in 1890, C. A. Paetzer was elected president of the Exchange, and E. Harvey Wilce, vice-president. Owing to the adoption of a resolution looking toward consolidation of the various organizations, the offices of secretary and treasurer were left unfilled.

The adoption of such a policy was opposed by some members, and especially by Mr. Swan, the former secretary, who reiterated his statement that the charter of the Exchange was invaluable and should not be surrendered. But the members of the two independent organizations were in the majority and carried the day. A committee was appointed to confer with similar committees from the other bodies upon the subject. Several consultations were held, and ultimately, owing to the fact that the directors of the Exchange were yard owners and also members of the directory of the two other organizations, E. E. Hooper was

elected temporary secretary and the offices removed from South Water street to the Chamber of Commerce building. The commission men took umbrage at this action and tendered their resignations in a body, which were at once accepted, and on February 28, 1891, the Lumbermen's Exchange, the Chicago Lumber Yard Dealers' Association, and the Chicago Hardwood Dealers' Association were consolidated under the valuable charter held by the first mentioned organization, but under the title of the Lumbermen's Association of Chicago.

At the first annual election, held in March, 1891, W. W. Schultz, who had been president of the Lumber Yard Dealers' Association, was chosen president of the consolidated body; the former president of the Hardwood Dealers' Association, George E. White, was elected to the vice-presidency; E. E. Hooper was made secretary, and James C. Soper treasurer. The selection of officers was generally regarded as peculiarly fortuitous. Messrs. Schultz, White and Soper were well and favorably known, not only to the trade, but also to the community at large; while Mr. Hooper brought to the discharge of his duties the executive ability and thorough knowledge of transportation (so essential to such a position) which had been acquired by years of practical service as a railroad man. Under the new rules, all lumber dealers owning yards in Chicago were eligible for membership.

At this meeting (March, 1891) the retiring president, Mr. C. A. Paltzer, in his annual address, reviewing the work of the year, said that it had been deemed "advisable to change the name from Exchange to Association, because the former name had been in effect a misnomer. The change has been made under the laws of the State, and hence all the valuable powers and privileges granted in our special charter are in no way affected." He congratulated the members upon the harmonious effecting of the consolidation, and alluded to the two independent organizations as "coming back to the

old fold," which latter statement was probably pardonable on the score of "poetic license." The report of the secretary showed the distribution of lumber from this point to have been the largest ever known to the trade of Chicago up to that time, while the receipts were second only to those of the monumental year, 1882.

At its beginning the new association had a membership of seventy. As has been said, the commission men withdrew, thus reducing the roll by twenty-eight names, but an accession of thirty-three new members swelled the total to seventy-five. The best of feeling prevailed, neither the arbitration committee nor the committee on appeals having been called upon to adjust any dispute between members.

Mr. Schultz was re-elected president in 1892, and Clarence Boyle succeeded Mr. White as vice-president. Messrs. Soper and Hooper were re-elected treasurer and secretary respectively.

The year 1892 was one of prosperity to the trade, the volume of sales exceeding that of 1891 by some 44,000,000 feet. The membership of the association was reduced to seventy, largely on account of some dealers retiring from business. Gradually, however, the organization has become more and more of a general freight exchange for the lumber dealers of Chicago, and in this direction the past experience and well directed efforts of the present secretary, Mr. Hooper, have proved of great value. One notable result is to be seen in the fact that through freights to points beyond Chicago, from the north, are about two cents less than the sum of intermediate locals, a fact which has proved of no small benefit to this market, the difference being greater than that enjoyed by any other lumber centre in the country. It has increased receipts and directly stimulated sales, thereby augmenting shipments.

At the close of 1892, the capital invested in the lumber trade of Chicago did not vary greatly from \$35,000,000, while the sales represented about double that sum.

In this connection, the following tables, compiled from official sources, may prove of interest:

RECEIPTS AND SHIPMENTS
OF LUMBER AND SHINGLES FROM THE YEAR 1853 TO 1891
INCLUSIVE.

YEAR.	RECEIPTS.		SHIPMENTS.	
	LUMBER. (M. FT.)	SHINGLES. (M)	LUMBER. M FT.	SHINGLES. (M)
1853	202,101	93,483	88,909	71,442
1854	228,336	82,061	135,131	92,506
1855	306,547	108,647	215,585	134,793
1856	456,673	135,876	243,387	115,563
1857	459,639	131,830	311,608	154,827
1858	278,943	127,565	242,793	150,129
1859	302,845	165,927	236,120	185,117
1860	262,494	127,894	225,372	168,302
1861	249,308	79,356	189,379	94,421
1862	305,674	131,255	189,277	55,761
1863	413,301	172,364	221,709	102,634
1864	501,592	190,169	269,496	158,497
1865	647,145	310,897	385,353	258,351
1866	730,057	400,125	422,313	422,339
1867	882,631	447,039	518,973	480,950
1868	1,028,494	514,134	551,989	537,497
1869	997,736	673,166	581,533	638,317
1870	1,018,998	652,091	583,490	666,247
1871	1,069,328	647,595	541,232	558,385
1872	1,183,639	610,324	417,827	436,897
1873	1,123,368	517,923	561,544	407,505
1874	1,060,088	619,278	580,673	370,196
1875	1,147,194	635,708	628,485	299,426
1876	1,039,785	566,977	576,124	214,389
1877	1,066,452	246,409	586,722	170,410
1878	1,118,586	692,544	626,735	123,233
1879	1,469,678	670,644	753,179	146,820
1880	1,561,779	649,546	925,682	134,375
1881	1,878,922	863,915	999,572	185,334
1882	2,117,545	933,056	1,073,419	146,943
1883	1,909,910	1,150,252	1,064,816	91,714
1884	1,821,317	919,706	940,147	64,256
1885	1,744,892	795,248	818,248	55,654
1886	1,742,964	813,869	862,672	102,102
1887	1,880,168	687,670	939,536	72,286
1888	2,066,927	677,345	793,171	96,858
1889	1,909,443	693,565	739,797	158,488
1890	1,941,392	515,575	812,655	108,822
1891	2,045,418	300,865	865,949	49,755

STOCKS ON HAND
IN CHICAGO ON JANUARY 1ST FOR A SERIES OF YEARS.

	LUMBER AND TIMBER	SHINGLES	BATH.	PICKETS.	CEDAR POSTS.
1875	344,252,275	81,090,000	39,551,850	2,499,880	290,533
1876	352,587,730	83,230,750	47,058,150	2,360,928	416,636
1877	369,381,007	97,467,000	36,863,400	3,386,617	442,319
1878	385,569,024	125,640,000	43,694,800	2,206,010	380,341
1879	410,773,860	200,750,500	41,272,800	1,106,654	479,085
1880	451,282,059	190,057,010	38,630,810	2,129,760	404,720
1881	497,840,673	188,722,000	50,321,700	1,980,232	63,659
1882	560,416,842	260,906,494	48,920,438	3,784,178	219,012
1883	655,013,520	299,946,350	76,361,002	3,093,990	78,034
1884	635,348,561	441,980,496	65,981,140	1,529,287	397,832
1885	623,910,097	332,533,611	88,160,599	2,528,738	397,825
1886	626,692,473	428,313,350	95,653,678	4,446,752	1,962,947
1887	572,077,112	462,399,900	57,542,609	2,470,854	203,096
1888	586,257,549	421,928,595	43,311,684	1,196,599	155,399
1889	668,349,690	415,231,750	66,295,720	1,161,110	1,007,649
1890	656,708,795	423,999,250	53,964,100	701,810	689,538
1891	527,850,235	333,326,370	59,862,407	1,234,578	887,549
1892	472,719,021	180,142,559	64,474,115	584,801	710,272



Winet. Ames

THE HISTORY
OF THE
CITY OF LONDON

The first slaughter house erected in Chicago was built by Archibald Clybourn in 1827. It was situated on the south bank of the north branch, near what was known as the Bloomingdale road, and opposite the present site of the North Chicago rolling mills. The original aim of the proprietor was the killing of cattle to meet the requirements of the military garrison at Fort Dearborn. It was built of logs, and was followed by a frame structure which remained standing for more than fifty years thereafter.

Following Mr. Clybourn in the slaughtering and packing business came George W. Dole. In October, 1832, he was said to have packed 152 head of cattle for Oliver Newberry, of Detroit, the product ultimately finding its way to New York. Mr. Dole purchased his live stock from Charles Reed, of Hickory Creek, paying therefor \$2.75 per hundred pounds. The cattle were slaughtered upon what was then an open prairie, but is now the corner of Michigan avenue and Madison street. He employed but two men, John and Mark Noble, who had for their perquisites the hides and tallow of the animals killed. The packing house was located near the intersection of South Water and Dearborn streets. By December of the same year Mr. Dole's business had increased materially, and the killing and packing of hogs was made the prominent feature, 338 porkers being slaughtered during that month, the animals having been bought from Mr. John Blackstone for \$3 per hundred pounds net. At that time barrels were brought from Detroit, and the carcasses of the hogs, which were slaughtered at the rear of the warehouse, were stored away in bulk until the necessary supply could be procured.

Elias Colbert, the well-known historian of Chicago, is authority for the statement that dressed meats found their way from this city to the sea-board at this early period. He also furnishes the interesting bit of information that in an old account book kept by

Mr. Dole, there was found an entry of the sale of a barrel of mess pork at \$6 and a barrel of "one hog pork" at \$14.

Meanwhile, Archibald Clybourn had become the government butcher for the Pottawatomies, and during 1833 packed some two hundred and fifty head of cattle and about 2,000 hogs. Mr. Dole used Clybourn's packing house this year, putting out about the same number of cattle and some 1,000 hogs.

The following year (1834), another slaughter house, also used for packing purposes, was erected on the south branch by George W. Dole and Oliver Newberry, of Detroit. The output of this establishment during the first year of its existence was about three hundred head of cattle and fourteen hundred hogs. The same year Gurdon S. Hubbard transformed into a packing house an old building on the corner of Lake and La Salle streets, theretofore used as a bank. He slaughtered 5,000 hogs during the year, but encountered no little difficulty in procuring barrels, which were ultimately brought from Cleveland at a cost to the purchaser of \$1 each. Mr. Hubbard moved his place of business in 1837-8 to the corner of Kinzie and Rush streets, where he erected a new and improved packing house. He remained at this locality until 1840, when he removed to a new building which he had put up on South Water, between Clark and La Salle streets. He remained at this location until 1848, when he removed to the north branch.

Sylvester Marsh, one of the pioneers in the packing industry in the West, came to Chicago from New England in the winter of 1833-4. At first he opened a market, killing beef as needed for each day's consumption underneath an old elm tree on the prairie, on what is now Monroe street. Later, he packed with Mr. Hubbard. He continued in this business until 1855, with brief interruption, returning to the East in the year last mentioned. In 1883 Mr. Marsh appeared as a witness before the committee on education of the United States senate, and gave

Beef and Pork-
Packing—Live
Stock.

some interesting testimony regarding the state of this business during the early days of the city's history. From the published report of his answers to the questions propounded, the following extracts are taken:

Q. "What animals did you kill?"

A. "Beef, principally; there was not anything else there to kill, the first little while that I was there. They had hardly any sheep."

Q. "Were there any hogs?"

A. "Very few hogs. The hogs had all to come from Wabash, one hundred and fifty miles down. I went into that business afterward, and went down to Wabash and drove them up."

Q. "You killed those animals to ship to the East?"

A. "No; I killed those for the local market, as much beef each day as was needed for home consumption."

* * * * *

Q. "During that time how were prices?"

A. "In 1833 I paid \$6 a hundred pounds for pork in Chicago. In 1841, with a view of finishing the canal next summer, I bought pork for \$2, that is to say, I paid \$2 for all pork that weighed two hundred; for all hogs that did not weigh two hundred, I paid \$1.50 a hundred. I bought beef there for barreling in 1843-44 for \$2 a hundred, for the fore-quarters of the beef, if the ox weighed six hundred pounds, and \$1.50 per hundred pounds if he fell under it. That is the lowest price I ever heard of its being sold for." * * * * *

"I stayed in that provision business until I killed one hundred and eight-five head of large cattle and five hundred hogs for a day's work and that is not, comparatively speaking, more than a teaspoonful to what they have come to since I left the business."

* * * * *

"In January, 1851, I received an appointment as agent for the Ogdensburg & Lake Champlain and Burlington & Rutland railroads. My business was to procure freight and passengers from the West over these roads, for the Boston market. In the fall of 1850, I shipped a propeller-load of about three thousand barrels of provisions to Ogdensburg, which were stored there till the railroad was completed in January, 1851."

Other packers were as follows:

Oramel S. Hough, Rosele M. Hough, associated with Sylvester Marsh in 1839.

D. H. Underhill, who, in 1837-8, opened a packing house at the corner of State and North Water streets.

Eri Reynolds, 1841, commenced business in one of the houses previously occupied by George W. Dole.

Sherman (Oren) and Pitkins (Nathaniel) packed several hundred hogs in the winter of 1841-2.

The firm of William Felt & Co., composed of William and Norman Felt (brothers), made the first direct shipment of beef from Chicago to the East in the winter of 1842-3, when Archibald Clybourne slaughtered and packed for the house some three thousand head of cattle.

In 1843-4 Thomas Dyer and John P. Chapin formed a partnership as packers, carrying on business in the house originally occupied by Reynolds. Julius Wadsworth entered the firm in 1844, and one year later, on the retirement of Mr. Chapin, the firm name became Wadsworth and Dyer. Hugh Maher was the cooper who furnished the barrels for the house, which in 1844-5 exported the first piece of beef from Chicago to Great Britain.

George Steel was known as a pork-packer in 1843, his place being on South Water street, a little west of Franklin.

A few years afterwards (1849) William B. Clapp engaged in the same line of trade.

Oramel T. and Rosele M. Hough, who had previously been associated with Sylvester Marsh, erected a packing house on the south branch in 1850, at a cost of \$3,000. Their business increased so rapidly that in 1854 they put up a new stone structure, costing \$20,000. This having been destroyed by fire two years afterwards, the firm rebuilt in 1857, at an outlay of \$25,000.

The firm of (Orville H.) Tobey and (Herman D.) Booth began packing pork in 1853.

John L. Hancock, representing Cragin & Co., of New York, did a heavy business for those days in a house erected by himself at a cost of \$45,000, on the south branch.

In 1853-4, Andrew Brown & Co. commenced packing, and one year later the firm of Moore, Stevens & Co., in the fall of 1854.

The following table shows the capacity and valuation of the packing houses at the beginning of the year 1848, not including the value of the real estate.

FIRM.	CAPACITY PER DAY.		COST OF ERECTING PACKING HOUSE.
	CATTLE.	HOGS.	
G. S. Hubbard & Co.	300	1,000	\$10,000
Hough & Co.	225	1,000	25,000
Cragin & Co.	400	1,000	45,000
Thomas Nash (afterward Van Brunt & Watrous) ..	400	1,400	19,100
Moore, Steavens & Co.	200	600	15,000
A. Brown & Co.	200	600	10,000
Tobey, Booth & Co. ....	...	600	10,000
John Hayward.....	140	400	5,000
Jones and Culbertson.....	...	1,200	9,000
J. & J. Stewart .....	...	300	3,000
George Steel & Co .....	...	300	3,000
W. Leland .....	...	100	.....
Small Packing Houses....	1,400	500	.....
Total.....	3,165	9,000	\$154,100

The following extract from the *Daily Democrat* of September 26, 1848, gives a picture of the packing business of Chicago at that period, which, being written from a cotemporaneous standpoint, is of interest :

The beef-packing season has opened unprecedently early this year, and already a brisk little business is being done by one firm in this city—Messrs. Marsh & Sherry. The firm kills from fifty to sixty head per day, and has already shipped seven hundred barrels of beef to the East. Chicago will rely for its supplies of cattle this season principally, if not altogether, on the northern portion of the State. One firm, Wadsworth, Dyer & Co., have already contracted for one thousand head of cattle. We have seen letters to Mr. Marsh from his commission house in Boston, stating that his beef takes the lead altogether of that shipped from Maine; also one from England to Wadsworth, Dyer & Co., stating that as long as their beef is kept up to its present standard there is no fear but it will compete successfully with the best Irish brands. This firm kills none but the best cattle, and uses foreign salt altogether in packing. In consequence of this superiority most of the beef packed in this city goes to England or Boston. It is expected that eighteen thousand barrels of beef will be packed this season, or perhaps more. Of this Marsh & Sherry expect to pack four thousand barrels, Wadsworth, Dyer & Co. ten thousand, and the remainder by Slocum & Clapp and one other firm. Barrels are selling at \$1, at which price contracts for large numbers have been made.

The first regular cattle market in Chicago was opened in 1848. It was located at the corner of Ogden avenue and Madison street,

and was known as the "Bull's Head." On November 16, 1850, the *Gem of the Prairie* gave the following exhaustive review of the business, the mention of the firms and business done being as follows :

"The slaughtering and rendering establishment of Sylvester Marsh is situated upon the beach immediately north of the north pier. The packing house is situated on the bank of the river, at the corner of North Water and Wolcott streets. It was built during the present year, is three stories high, and sixty by eighty-four feet in size. He employs seventy-five hands, and slaughters 185 cattle per day. He pays out for the season, cash, for cattle, \$90,000; for salt and barrels, \$15,000; for labor, \$5,000—total, \$110,000.

"The slaughtering and packing house of Gurdon S. Hubbard is situated upon the north branch, on East Water street, between Michigan and Illinois streets. Number slaughtered per day, 105; hands usually employed, seventy-five. He packs this year for Norman Felt, of New York, Joseph Draper of Boston, and W. Smith, of New Haven. Pays for cattle \$100,000; for salt and barrels, \$21,000—total, \$121,000.

"The establishment of Wadsworth, Dyer & Co. is situated upon the south branch, in the suburb of the city. The various buildings cover half an acre. The number of cattle slaughtered this season by the firm will probably exceed 6,000. The firm employs 110 men and slaughters 210 head of cattle per day. They commenced operations here seven years ago. Their brand in the London and Liverpool markets takes precedence over beef from every other quarter of the world. Their hides are purchased by Gurnee, Hayden & Co., and their refuse carted by C. Beers for his farm beyond Bridgeport. Paid for cattle, \$132,000; for salt, barrels and labor, \$28,000—total \$169,000.

"R. M. & O. S. Hough are located a short distance below Bridgeport, immediately on the bank of the river. Their building is thirty by sixty feet in size, with wings. They are working fifty hands, and slaughtering 130 head of cattle per day. Cash paid for cattle, \$70,000; for salt, barrels and labor, \$15,000—total, \$85,000.

"Passing down the river until within a short distance of the tannery of Gurnee, Hayden & Co., we come to the slaughtering and packing house of William B. Clapp. He is killing one hundred cattle per day, and working forty hands. He has a contract for supplying one thousand eight hundred barrels to the United States Navy. Cash paid for cattle, \$56,000; for salt, barrels and labor, \$16,000; total \$72,000.

"A little further down is the establishment of Eri Reynolds, a brick building, fifty by one hundred and twenty feet in size. He packs for himself and W. and H. Felt, of Earlville, N. Y., employs thirty hands and slaughters about ninety head of cattle per day. His estimates for the season are: Cash for cattle, \$48,000; for salt, barrels and labor, \$10,000; total, \$58,000.

"The seventh and last establishment, that of Messrs. Clybourn & Ellis, we did not find time to visit. It is situated upon the North Branch, about nine miles above Ogden's bridge. They will slaughter this season about two thousand head of cattle, and the cost of the same, including salt, barrels, labor, etc., will amount to about \$45,000.

"Hence we have twenty-seven thousand five hundred cattle packed and \$651,000 paid out. The majority of cattle are fattened in Illinois, McLean county bearing the palm; but a portion are brought from Indiana and Iowa."

An event of no small importance to the trade was the opening, in 1848, of the Stock Yards of the Michigan Southern Railway. They were located on the corner of State and Twenty-second street, and were under the superintendence of Mr. Thomas Nichols, who was succeeded in 1862 by the firm of Ira Smith & Co. Within the three years following other yards were opened, as follows: John B. Sherman, established the Myrick Yards on Cottage Grove avenue. They had capacity for 5,000 cattle and 30,000 hogs, which was considered something wonderful. The Illinois Central and Michi-

gan Central Railway ran switch tracks to the grounds. The Fort Wayne Railroad Company opened a yard on Stewart avenue and Mitchell street, while C. T. Loomis & Co., established another on Cottage Grove avenue. Both of these were small, and neither came into prominence until the outbreak of the war, when that of Loomis and Co., became one of the principal yards in the city. The Chicago, Burlington & Quincy Company located a yard about a mile and a half west of the city, but the venture proved a financial failure. J. W. Dole and other capitalists took the property off the company's hands, but little business was ever done there. Gradually the necessity for the concentration of the city's live stock interests at some one point became apparent. Transfers of cattle and hogs were attended with delay and expense, owing to the distance between the various yards and the difficulties of the situation led to the formation of the Union Stock Yards and Transit Co.

But to return to the packers. The following table—taken from the Annual Review of the "*Chicago Press and Tribune*" for 1859—affords an approximately correct view of the quantity of beef packed in Chicago during that year, and contains a fair catalogue of the houses engaged in that line of trade at that time.

	NO. OF CATTLE.	AV. NET WEIGHT.	NO. OF TIERCES.	NO. OF BBLS.	TALLOW LBS.
Cragin & Co.	18,980	560	8,900	28,600	940,000
R. M. & O. S. Hough	6,483	575	1,006	12,642	301,863
G. S. Hubbard & Co.	5,453	563	1,100	11,426	254,151
Andrew Brown & Co.	5,225	550	.....	13,800	281,250
J. G. Law & Co.	5,100	550	1,000	8,475	234,600
Van Brunt & Watrous.	4,568	565	6,090	.....	228,400
John Hayward	5,000	550	.....	11,000	225,000
O. M. Morton	1,000	555	.....	2,200	47,500
Total.	51,809		18,156	88,163	2,492,764

The markets at that period open to Chicago, outside of that at home, were chiefly the lake ports, where the lumber camps bought their supplies, although a not insignificant percentage of the output found its way to the seaboard.

The business of pork packing was not particularly profitable in 1859, although

Chicago packers fared better than operators in other parts of the country. The product was not sufficiently large to admit of much shipment to the East, but the requirements of Canada and the lumber regions kept the Chicago market considerably higher than those of St. Louis, Cincinnati or New York.

The following is a list of the leading houses



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engaged in the trade at that time: R. M. & O. S. Hough, Cragin & Co., Jones & Culbertson, G. S. Hubbard & Co., Flint & Stearns, Tobey & Booth, Percival Marriott, Thomas Nash, Bodel, J. G. Law & Co., Leland & Mixer, Morton Standish, George Steel & Co., G. & J. W. Steward, Burt & Higgins, Reynolds & Law, and P. Curtiss.

The year 1860 opened with a heavy stock of beef on hand, and low prices ruled during the year. Operators were extremely cautious, and Chicago packers slaughtered only 25,209 head of cattle against 51,809 in 1859. There was an active demand for cattle for shipment to the East, and the value of stock was higher than buyers had anticipated. The curtailment of purchases resulted in light stocks at the end of the year, not more than enough to meet the demand of the lumber and Lake Superior trade being in store by the end of the season. Pork packing also exhibited some falling off, the packers using 167,918 hogs, as against 185,000 the previous year.

The business of summer packing was inaugurated during 1860, two houses packing 12,000 hogs during the summer months, and other packers laying in ice during the winter with a view to operating their houses during the summer following.

During the four succeeding years, Chicago continued to advance in prominence as a cattle market. The government, as well as contractors, bought largely for military supplies, and the impetus given to trade by speculation was not without influence. In 1864 the newspapers of the day made the boast that this city was the largest market of this description in the West, and that Chicago packers had the pick of the beeves offered for sale. During the season of 1864-5 there were packed in the city houses some 95,000 head of cattle.

The list of beef packers had undergone some changes since 1859, and was as follows: Cragin & Co.; Wooster, Hough & Co.; G. S. Hubbard & Co.; D. Kreight & Co.; A. E. Kent & Co.; Steward, Sanger & Holihan; J.

E. Norwood; Culbertson, Blair & Co.; Favorite & Son; Leland & Mixer; Turner & Nicolls; John Hayward; Griffen Bros.; Jones, Gifford & Co.

The business of pork packing increased very rapidly between 1859 and 1864. In the season of 1852-3 there were packed in this city only 48,156 hogs, in 1857-8 the number had increased to 99,262, in 1861-2 to 514,118, and in 1862-3, 970,264 hogs were packed. The following season showed a falling off, the number of hogs packed being 904,658. The decline, however, was light as compared with that at other great points of shipment, the number of hogs slaughtered in Cincinnati having decreased 250,000. The progress made by Chicago in this branch of business, as compared with Cincinnati—long known as "Porkopolis"—may be perceived from the following table, which shows the number of hogs packed at the two points, respectively, during thirteen seasons, beginning with 1852:

SEASON.	CHICAGO.	CINCINNATI
1852-53	48,156	361,000
1853-54	52,819	421,000
1854-55	73,694	355,786
1855-56	80,380	405,396
1856-57	74,000	344,512
1857-58	99,262	446,677
1858-59	185,000	382,826
1859-60	167,918	434,499
1860-61	231,335	433,179
1861-62	514,118	474,116
1862-63	970,264	608,547
1863-64	904,658	357,640

Some new packing houses were built during 1864, and several changes were made in the existing firms, as well as improvements in all the mechanical branches of the business. Leland & Mixer, who occupied the old "Brown" pork and beef house during 1863, built a new packing house at the corner of Seventeenth and Grover streets. The house was considered remarkable at that time. The main building, two stories and basement, occupied a space 100 by 112 feet, having a wing for tanks, kettles, boilers, etc., 30 by 55 feet. The hanging roof afforded accommodation for 250 cattle and 2,500 hogs. J. E. Norwood removed his house from the south

branch to the lake shore, south of Cottage Grove avenue. Keyt, Blackmore & Co. had obtained possession of one of the packing houses built by R. McCabe a few years before. The old house used by Mr. Norwood was taken by Jones, Gifford & Co. The firm of Jones, Culbertson & Co. was succeeded by Culbertson, Blair & Co., and noticeable improvements were made in the plant. A new packing house was erected during this year, by Daggett & Whiteside, on Milwaukee avenue, having a capacity of four hundred hogs per day. Another was put up on the south branch by Shaw & Moody, capable of handling about five hundred hogs daily. The house of C. C. Palmer had passed into the hands of Ricker & Co. The building on Lake street, where A. E. Kent & Co. began business, was occupied by Bell & Deverill, the first named concern having fitted up a large and commodious house elsewhere, in which they placed a series of circular saws for cutting beef—probably the first ever brought to this city.

Reference has been made to the establishment of the Union Stock Yards. The idea first took tangible shape in 1864, when a prospectus was issued, which resulted in subscriptions for stock to the extent of \$1,000,000, the major portion of which (\$925,000) was taken by the nine railways chiefly interested in the carrying of live stock, viz.: the Illinois Central; Michigan Central; Chicago, Burlington & Quincy; Michigan Southern; Pittsburgh, Fort Wayne & Chicago; Chicago & Alton; Rock Island; Chicago & Danville and Chicago & North-Western. A special charter was granted by the State legislature, which was approved February 13, 1865. John L. Hancock, Virginius A. Turpin, Rosele M. Hough, Sidney A. Kent, Charles M. Culbertson, Lyman Blair, M. L. Sykes, Jr., Timothy B. Blackstone, Joseph H. Moore, John S. Barry, Homer E. Sargent, Burton C. Cook, John B. Drake, William D. Judson, David Kreigh and John B. Sherman were the incorporators. Upon the organization of the company Mr.

Blackstone was chosen president, F. H. Winston secretary and Robert Nolton assistant secretary.

The corporation purchased from John Wentworth a tract of 320 acres on Halsted street, in the town of Lake, paying therefor the sum of \$100,000. At the time of the sale the land was virtually a marsh, and doubts were expressed as to the feasibility of its drainage. However, in June, 1865, work was begun, and the yards were open for the receipt of live stock in December. They were laid out with streets and alleys crossing one another at right angles. At first, pens were built upon one hundred and twenty acres, but the vast increase of business has rendered it necessary to build additions from time to time, so that at the present time the area covered exceeds the original tract by more than one hundred acres.

A more complete description of this great industry may be found below.

The period of the war, 1861-5, was marked by great activity in this line of trade. Chicago packers obtained their full share of government contracts, while the southern trade of the city had not, prior to its commencement, reached such proportions that its outbreak caused any material falling off from that quarter. Prices went up and down, with the price of gold, and in proportion as speculation increased or declined. While fortunes were accumulated, lost and speedily regained, the general course of business was too feverish to be healthy.

The year 1865, however, was far from being a prosperous one. The markets of the East, as well as of Europe, were partially paralyzed, and consequently little foreign business was done. Only a few of the recognized establishments engaged in business, and the number of cattle slaughtered fell below 10,000, as against 92,419 during the year preceding.

The packers of pork were also chary of resuming operation. Gold was high and currency depreciated. Those concerns

which had embarked in business soon found themselves involved in the maelstrom of speculation. All over the country there was raised the cry of "short crops." The speculative fever ran high in pork, as it did in everything else. Mess pork for January sold at \$39 per barrel, but quotations dropped in March to \$22.50, to recover, in November, to \$38. Such violent fluctuations in prices could scarcely fail to exert a disturbing effect upon the market, and the year, considered as a whole, was the most disastrous which the packing trade had known up to that time. The packers failed to recognize that gold formed the true basis of all export values, and when the break occurred in the precious metal, the fictitious valuations which had previously obtained in the provision market found their real level.

The packing business of the ensuing year (1866) fell far below expectations. The speculative mania had reached its culmination, and prices began gradually to fall. The output of the packing houses was reduced, and several of the leading concerns declined to engage in the conduct of a business which did not appear to promise any satisfactory returns. The tables appended will show the statistics in a more sufficient form than could be given in any detailed history of the course of the market.

The next few years were marked by a continuation of the same lack of animation which characterized 1865 and 1866. By 1869, the pork packing industry had so far diminished that the *Chicago Tribune*, at the end of the year felt moved to call attention to the threatened danger which existed of its permanent decline, in the following words.

"There is no disputing the fact that a revolution is working in the packing business. The hogs can be taken alive to the seaboard, killed there in all weathers by the use of ice, the meat packed on board ship, and cured on the voyage across the Atlantic, thus saving thirty to forty days on storage, and the use of capital in the process of curing, while several months are saved on a

large part of the product before the animals are killed. The inducement is too great not to be certain of being extensively adopted; and unless our packers accommodate themselves to the new institution, the business in Chicago will soon be numbered among the 'things that were.'"

This Cassandra-like prophecy failed of fulfillment. It originated in a chimerical assumption, and if its absurdity required demonstration, that was afforded by subsequent facts. The inherent impossibility of conducting a packing establishment on ship-board does not seem to have occurred to the writer of the foregoing extract, who so glibly predicted the "adoption" of so great an industry. So far from the packing business of Chicago being numbered among "the things that were," because no rivalry was established with suggested migratory establishments traversing the Atlantic, the hundreds of acres and millions of capital devoted to the business, the miles of dockage used, and the stupendous numbers of beeves and hogs slaughtered each week, all attest the truth of the assertion that Chicago is the central meat market of the world.

No improvement was noticed during 1870. Prices for grain ruled low, and farmers were stimulated to hog raising in the hope of obtaining better returns. Notwithstanding the increased supply, prices for hogs ranged higher during the early months, for the reason that so little of the old stock remained on hand. Later, however, prices began to decline and dropped so rapidly as seriously to embarrass many packers. Some of them worked from hand to mouth in filling orders for new products and a few had the tamerity to sell short, on which policy they ultimately reaped a handsome profit. The warm weather, however, did not permit of extensive packing, even had the packers felt disposed to work on a declining market.

Beef and pork packing suffered in common with the other great industries of Chicago, through the conflagration of 1871. The city had attained such prominence as a centre

of distribution by that time, however, that the trade quickly recovered.

To trace the history of the packing trade, year by year, from 1871 to the present time, would prove a wearisome repetition of the same story. The history is one of steady and almost unexampled growth. From year to year new firms embarked in the business, until at present there are not less than one hundred houses and scores of millions of dollars invested in this industry. Among them are the concerns of Armour & Co., Swift & Co., Nelson Morris and John Cudahy, familiarly known as the "big four," besides a host of smaller, though extensive, firms. The reader who is interested in statistical figures, and who is capable of tracing events through tangible results, will find much to interest him in the subjoined tables, which present, in a succinct and condensed form, the story of the progress of beef and pork packing in Chicago down to the present.

The receipts of live stock for 1890 exceeded the receipts of any year in the history of the trade, and comprised 7,063,828 hogs, 3,484,287 cattle, 175,625 calves, 2,182,667 sheep and 101,566 horses, aggregating 13,607,366 animals, valued at \$231,144,879, against 11,057,170 animals received in 1889, the valuation of which was \$203,321,924. The increase was principally in hogs and sheep. The total value of live stock received at Chicago during the twenty-five years last passed amounts to \$3,207,981,448.

The year 1892 found both branches of the business in a healthy condition. The shipments of dressed beef for that year were exceptional, the output aggregating 1,212,344,342 pounds.

Prices of ordinary cattle for the year 1892 ranged from \$1.80 (in January) to \$4.15 (in July) per one hundred pounds, as against \$1.50 to \$5.45 in 1890. The secretary of the Board of Trade, however, reported sales of farm-fed steers at from \$5.50 to \$6.00 per hundred. The plentiful hay crop in the

East had a beneficial effect upon the demand in the Chicago market for stock cattle.

The tables given below are self-explanatory and, as has been said, present a condensed statistical view of the history of the packing business of Chicago for a series of years.

RECEIPTS AND SHIPMENTS OF CATTLE AND HOGS (LIVE AND DRESSED) FOR TWENTY-EIGHT YEARS.

YEAR.	CATTLE.		HOGS.	
	RECEIPTS.	SHIPMENTS.	RECEIPTS.	SHIPMENTS.
1865	330,301	301,637	7,849,311	644,545
1866	384,351	268,723	1,286,336	576,099
1867	329,243	216,982	1,987,120	916,638
1868	323,514	217,897	1,988,515	1,247,713
1869	403,102	284,717	1,852,382	1,285,955
1870	532,964	391,709	1,953,372	5,095,671
1871	543,050	401,927	2,662,549	1,331,750
1872	684,075	510,025	3,488,528	1,981,295
1873	761,428	574,181	4,570,906	2,398,463
1874	843,966	622,929	4,472,667	2,528,108
1875	920,843	636,534	4,085,122	1,736,166
1876	1,496,745	797,724	4,338,628	1,211,289
1877	1,033,151	703,402	4,190,309	1,045,869
1878	1,043,068	699,108	6,442,166	1,292,945
1879	1,215,732	726,933	6,539,344	1,732,385
1880	1,382,477	866,614	7,148,457	1,428,184
1881	1,498,550	938,712	6,527,679	1,836,528
1882	1,582,530	921,009	5,854,282	1,787,918
1883	1,878,944	966,758	5,697,163	1,363,759
1884	1,817,697	791,894	5,376,565	1,417,082
1885	1,905,518	744,063	6,970,235	1,853,751
1886	1,963,900	704,675	6,743,607	2,190,901
1887	2,382,008	791,483	5,483,652	1,950,990
1888	2,611,543	968,385	4,938,414	1,863,652
1889	3,023,281	1,259,971	6,017,007	1,915,900
1890	3,484,289	1,260,309	7,678,095	2,134,558
1891	3,250,359	1,066,264	8,610,706	3,084,699
1892	3,571,796	1,121,675	7,719,707	2,079,426

NUMBER OF CATTLE PACKED AT CHICAGO FOR A SERIES OF YEARS.

SEASON.	NUMBER OF CATTLE PACKED.	SEASON.	NUMBER OF CATTLE PACKED.
1864-5	92,459	1878-9	391,500*
1865-6	27,172	1879-80	489,537*
1866-7	25,996	1880-1	511,711*
1867-8	35,348	1881-2	575,924*
1868-9	26,855	1882-3	697,403*
1869-70	11,963	1883-4	1,182,405*
1870-1	21,354	1884-5	1,310,115*
1871-2	16,080	1885-6	1,402,613*
1872-3	15,755	1886-7	1,608,292*
1873-4	21,712	1887-8	1,963,651
1874-5	41,102	1888-9	2,050,627
1875-6	63,783	1889-90	2,206,185
1876-7	324,898*	1890-91	2,080,333
1877-8	310,456*	1891-2	2,667,523

* Includes city consumption.

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HOG PACKING IN THE MISSISSIPPI VALLEY AND AT CHICAGO FROM 1854 TO 1892.

YEAR.	TOTAL NUMBER PACKED MARCH 1ST TO MARCH 1ST.	
	IN CHICAGO.	IN THE WEST.
1854	52,849	2,534,770
1855	73,694	2,124,404
1856	80,380	2,489,502
1857	74,000	1,818,468
1858	99,262	2,210,778
1859	179,684	2,465,552
1860	151,339	2,350,822
1861	271,805	2,155,702
1862	505,691	2,893,666
1863	970,264	4,069,520
1864	904,659	3,261,105
1865	760,514	2,422,779
1866	507,355	1,785,955
1867	639,332	2,490,791
1868	796,226	2,781,084
1869	597,954	2,499,173
1870	688,140	2,595,243
1871	919,197	3,832,084
1872	1,225,236	5,125,560
1873	1,456,650	5,956,254
1874	1,826,560	6,525,616
1875	2,136,716	6,761,070
1876	2,320,846	6,150,342
1877	2,933,486	7,376,858
1878	4,009,311	9,045,566
1879	4,960,956	10,833,692
1880	4,880,637	10,997,399
1881	5,752,191	12,238,354
1882	5,100,484	10,551,449
1883	4,222,780	9,340,969
1884	3,911,792	10,506,266
1885	4,228,265	11,263,567
1886	4,928,730	12,074,274
1887	3,851,189	11,365,181
1888	4,113,255	10,798,974
1889	3,203,101	10,197,968
1890	4,473,467	13,350,000
1891	6,071,659	17,713,134
1892	5,249,798	14,457,614

Beyond all question the Union Stock Yards at Chicago stand without a rival among similar enterprises in the world. The yards virtually form a small city of themselves, covering as they do some 400 acres, with 20 miles of streets, and with the utmost regularity and system observed in the conduct of everything done there. They contain 20 miles of water troughs, 50 miles of feeding troughs, and 75 miles of drainage and water supply, and possess a capacity of caring for 20,000 cattle, 15,000 sheep, and 125,000 hogs daily. The pens for the various descriptions of stock, which hold from one to ten car loads each, are laid out in divisions distinct from each other, much after the manner of city wards, the intersecting streets running through them at right angles. The plant represents an outlay of \$5,000,000, and

the company employs more than a thousand hands, while the 200 commission firms doing business there employ some 1,500 assistants. About 100 firms of packers do business here, about 20 per cent. of whom are more or less prominent as curers of meat. The plants of these 100 concerns are estimated to be worth about \$12,000,000, while the capital invested in their business falls little, if at all, below \$25,000,000. In and about the houses 25,000 men find employment, the annual wages paid reaching the sum of \$20,000,000, while the total value of the products for the year 1892 reached the enormous aggregate of \$150,000,000.

One thousand two hundred cattle pens and one thousand hog and sheep pens were found sufficient for the accommodation of stock in the early history of the yards; at the present time, more than four thousand of the former and two thousand of the latter are scarcely enough to meet the requirements of business.

The company has gone to great pains and expense to keep the yards in proper repair and to provide adequate accommodation for handling the constantly increasing number of stock daily arriving, the amount annually expended for construction and repairs reaching from \$100,000 to \$300,000. Special attention has been paid to the matter of drainage. The waste matter of the yards is carried through fifty miles of sewers into the Chicago river, through which it finds its way into Lake Michigan. The sanitary provisions for the health of the stock received are as perfect as scientific study and practical experience have been able to devise.

One of the chief difficulties encountered by the company at the outset of this enterprise was the obtaining a sufficient supply of pure water. It is now secured from six artesian wells, of an average depth of twelve hundred feet, and an average capacity of six hundred thousand gallons a day. The first well was sunk between May 14 and October 30, 1866, water being found at a depth of one thousand and thirty-two feet.

The number was increased from time to time, as it was found necessary. The water thus obtained can be used only for supplying the wants of the stock, not being available for mechanical purposes on account of its strong impregnation with minerals. In the first well sunk, the water was found to contain sulphur; in another, not more than sixty feet away, oxide of iron was found in a considerable quantity. Water is brought from the wells through wrought iron supply-pipes having an inside coating of bitumen to prevent corrosion.

As the receipts and shipments of stock increased, the problem was presented how more easily and quickly to transfer through freights between Eastern and Western roads.

To solve this question, the freight-transfer and stock yards canal was dug and constructed in 1872. In 1874, a large warehouse was built with a view of furnishing an accessible centre for the storage and transshipment of freights. The canal runs from the south branch of the Chicago river to Halsted street, in a direct parallel to Egan avenue, the west end of which street was closed as a thoroughfare for the purpose of of the canal. The width of the channel is one hundred and twenty feet and its depth sixteen feet, it having been constructed with a view to permit the passage of the largest lake vessels. Each year the canal is extended so as to afford increased water frontage. It is lined with docks, coal yards, etc., and the amount of freight carried is enormous, although the original plan has not been carried out in its entirety for the reason that the railways have built transfers of their own.

Every railroad entering Chicago is connected directly with the stock yards. Each company owns its own tracks, and the mileage is being constantly increased, more than 1,000 miles of steel rails being used for such connections at present. Inside the yards are about 150 miles of track, the locomotives running on which are owned and operated by the stock yards company, which receives

and delivers the loaded cars, guaranteeing both the safety of the cargo and the payment of freight. Each road is assigned 1,000 feet of platform, and the facilities for loading and unloading stock are such that by an arrangement of chutes an entire train may be unloaded as rapidly as a single car. The company has also built a passenger station, with water tanks, turn-tables, coal bins, and all the requirements of a first-class railway station.

In the centre of the yards stands a plain structure known as the exchange building, in which are the offices of the company, as well as those of the commission firms. The building is, as might be supposed, a large one, and three wings have been added to it since the original edifice was put up. Telegraph and telephone wires run to it, and communication with all points of the country is easy.

In June, 1869, was established the Union Stock Yards National Bank, with a capital of \$200,000, with \$100,000 at rest. Nearly all the drovers and commission men doing business at the yards have an account there, and the institution is practically a clearing house. The successive presidents have been William F. Tucker, M. Talcott, Edward S. Stickney and Elmer Washburn. Edward S. Stickney was the first cashier, and on his elevation to the presidency he was succeeded by G. E. Conrad. The present board of directors is composed of Samuel N. Nickerson, Lyman J. Gage, Stephen B. Booth, John W. Kelley, George T. Williams and Elmer Washburn.

A postoffice and printing house are situated just inside of the yards, and on Halsted street, near the entrance, stands the Transit House (formerly known as the Hough House), which is owned by the company and is intended for the accommodation of those interested in the live stock trade.

After the cars have been unloaded and the feeding and watering have been accomplished, the selling begins. Most of the stock is consigned for sale on commission, though

owners not infrequently conduct their own sales, while commission merchants themselves occasionally make trips into the country and buy up lots on speculation. There are few busier scenes than that presented at the yards from five o'clock in the morning until about three in the afternoon, the great bulk of the stock arriving in the night. To a casual on-looker all is confusion, yet each man in the vast throng (nearly 300 of whom are buyers) has a distinct end in view, and he moves with a clearly defined purpose and a celerity that is truly astonishing.

The selling over, the examination and weighing follow. Unsound and bruised stock is set aside to be paid for at specially agreed rates, and the weight is ascertained by means of enormous scales, having a resisting capacity of fifty tons. The seller receives a slip containing an official certificate of the weight, and the buyers drive their purchases to the various slaughter houses.

In the larger of the latter—notably in those of Armour & Co., Swift & Co. and Nelson Morris & Co.—the latest and most improved mechanical devices are employed at every step in the various processes to which the carcasses are subjected. Where 25,000 cattle are slaughtered and packed in a single day, it may be readily imagined that rapidity and accuracy of work are matters of the first importance. A majority of the packers confine themselves to a single line, usually pork packing, but many of the larger establishments pack both beef and pork.

The hogs are drawn over elevated roadways to pens adjoining the slaughter houses, where they are allowed to remain for from three to twelve hours to cool off; above their heads run parallel rails, from which are suspended chains with ring and hook attachments. The latter are fastened to the hind leg, the chain is wound up by a wheel and the animal is drawn, head downward along an inclined plane until he reaches the butcher, who kills him with a single thrust. Without stopping for a moment, the hog is moved along the rails

by the chain and wheel, the blood passing into a special reservoir, until he reaches a huge vat.

Here he is unhooked and plunged into steam, in which he remains immersed for a few moments, when he is lifted out by means of a large iron gate, which swings upon a pivot, and is placed upon a table; a ring is fastened in his nose and attached to an endless chain, which draws him through the scraping machine. This process occupies about ten seconds, during which nearly every portion of his body is brought into contact with blades mounted on cylinders. Not only is the scraping done more quickly and effectually by this machine than by hand, but the bristles are left in far more perfect condition. It is necessary, however, to go over the carcass with hand scrapers to remedy any possible shortcomings, and the next step is to turn a heavy stream of water upon the carcass through a rubber hose. After being carefully examined at this stage, the head of the porker is almost completely severed, the gambrels are cut, and by means of these the body is again attached to the rails, cut open and dressed, and the leaf lard extracted. The hog then glides along the rails to the next table, where the head is cut off and the tongue removed, and at the next the body is split in two. The separated sides are then shunted down the rails in a seemingly endless procession (still hanging by the gambrels), though inclined alley-ways into the hanging room, where they are kept at a low temperature for twenty-four hours. The cooling completed, they are run along the rails to the cutting tables, where they are cut up by cleavers wielded with unerring aim by muscular arms. Such cuts as are not sold to butchers in a fresh state (and by far the greater proportion goes into the manufactured product) are sent by chutes to the curing cellars, where short ribs and similar cuts lie in dry salt for sixty days, while the hams, shoulders and belly pieces for breakfast bacon are put up in sweet pickle for the same time. These cellars cover acres in area

and resemble vast subterranean caverns, from which the light of day is rigidly excluded. Here, in intense cold, are towering piles of "short ribs," "short clears," "long clears," and other cuts well known to the trade, but the variations in which are scarcely perceptible to the uninstructed observer. After the pickling comes the smoking, which requires from twenty-four to forty-eight hours, and the meat is then stored in warehouses, after hanging in which for several days they are ready for delivery to consumers.

The main features of slaughtering the cattle are very similar to those of the hog-killing. After being allowed a day in which to cool off, each steer is driven into a separate stall, just large enough to hold one animal. Above these rows of stalls runs a foot-way, along which walks the butcher, who dispatches each animal with a rifle or a hammer. A chain is attached to the horns and the dead steer is drawn into the beef-house and bled, after which it is raised to the rails by means of a pulley, stripped and cleaned. Each workman is an expert in his own allotted part of the work to perform. One cuts off the head and takes out the tongue; another strips the feet; another cuts open the carcass; another removes the entrails; another takes off the hide, and so on. The carcasses are run on iron tramways into the chill-room, the temperature of which is uniformly kept at 30° Fahrenheit by means of cold air machines. After hanging in these chill-rooms (which are of immense capacity) for from 40 to 80 hours, they are carried by elevated rails to a platform where they are cut up into fore and hind quarters. They are next transferred to refrigerator cars, waiting to receive and convey them to all parts of the country. These cars have proved an important factor in the development of packing. Thousands of them, owned by the three great Chicago firms, leave the city every day.

Among the allied industries carried on at the packing houses may be particularly mentioned the manufacture of lard, the

canning of meat, the preparing of beef extract, the melting of lard and oleo oils, and the making of sausages. Lack of space, however, forbids any detailed description of these processes, interesting as they are. In each and all of these departments Chicago has attained a foremost rank in the markets of the world. Glue is also manufactured on an extensive scale, while within the last few years Armour & Co., have engaged in making a desirable quality of pepsin. Another comparatively new departure by the packers is the curing of wool. Formerly the pelts were sold with the wool on. Now the latter is pulled by improved machinery, washed, dried, and packed in bales and sold directly to cloth manufacturers, while the skins are cured and disposed of to tanners.

In a word, the business of packing has been reduced to an almost absolute science. In fact, there is no portion of beef cattle which cannot be utilized. The varieties of consumption and the parts used in each are shown in order:

"Knuckle—(the ends of bones), skull-bones and jaw, used by bone burners and by bone grinders. Teeth—ground. Blood and tankage—chiefly utilized by manufacturers of fertilizers. Ox gall—for medicinal purposes. Ox gall bag and bladder—by putty manufacturers. Brain—used as food in a limited way, but not yet brought to full value. Hoofs—for the manufacture of fine leather, as a superior lubricator. Tallow—in the manufacture of lard compounds. Oleomargarine fats—in making oleomargarine. Oleo stearine—(produced in rendering oleo fats), employed by lard refiners, etc., to give compound lard a body. Tallow stearine—(produced in pressing tallow to make a tallow oil for lubricating purposes) is used by soap makers, tanners, etc. Heart—by sausage makers, and also by tanners in connection with De Grass oil, in finishing the face of leather. Lips, cheeks and lights—by sausage makers. Tripe—put up plain and honeycombed for food. Middles, bladder



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and other internal skins—for sausage casings, some of the latter being used by gold-beaters. Weasand—used by sausage makers, snuff manufacturers, and brewers. Hair—(tail) by brush manufacturers. Hair (from ear)—by mattress makers. Horn pith and pates—by glue manufacturers. Horns and hips and shoulder bones, made into hair pins for ladies' combs, buttons, etc. Flat shins—used by bone cutters for all kinds of fancy bone work. Thigh bones—utilized for extra fine bone work, such as tooth brush handles. Blade bones—used for making knife handles and in other bone work. Tongue—sold green, or in sweet pickle, as well as canned and cooked. Glue water—(produced in cooking bones) is saved as is also stick, which results from condensing the water from tankage presses, both being used as ammoniate fertilizers. Clean and hard bones—such as knuckle bones, jaw bones, skull bones, shoulder bones, and other bones of like character, are also used by baking powder manufacturers. They calcine the bones, taking out all the impurities as well as ammonia, leaving pure phosphate. These bones are also used for the production of anhydrous ammonia, used in the manufacture of ice by ice machines.

In the prosecution of this industry Chicago stands without a rival. No country or section or city can successfully enter into competition with her. The utmost care is exercised in its conduct, and the system of inspection prevailing is thorough and complete. Through it excellent meat food is furnished to the masses at moderate cost, and Chicago dressed beef is found in every market of the world, in store and in camp.

The increased stringency in the law governing the inspection of beef and pork has proved of no small advantage to the packing trade, and its results are likely to prove yet more beneficent in the future. The Inspection Law, in its main features, has long been observed in Chicago so far as beef is concerned, the certificate of the city sanitary department being attached to each car

shipped and a seal being placed on the door. The law now in force provides for the inspection of pork as well as beef, and of all meats both before and after slaughtering. The bureau of animal inspection employs a large force and the work is very thoroughly done, and the confidence engendered by the faithful execution of the law has led to the removal by foreign governments of the embargo on this description of American food products. Shipments are now made to nearly every country on the globe, one having been recently sent to Shanghai, China.

An incidental indication of the magnitude of the business done is afforded by the extent to which the telegraph is used. Direct wires connect the Chicago yards with those of New York, Jersey City, Albany, Buffalo, Kansas City, St. Louis, Omaha, Cincinnati and Milwaukee, besides others leading directly to the main office in the city, having a capacity of several thousand messages an hour. In addition to these, several of the leading firms own private wires to the East while nearly all have direct wires connecting their establishments with their Chicago offices. This greatly facilitates the transaction of business. Inasmuch as the wires lead direct to the shipping room, it is possible, within half an hour after a message leaves a Boston buyer for its execution to be under way, and very often the goods are *en route* before the work of the day is over.

The presidents of the Union Stock Yards and Transit Company have been T. B. Blackstone, up to 1866; J. M. Douglas (resigned 1866); B. B. Chandler, up to 1863; James M. Walker, up to 1881; and Nathaniel Thayer, Jr., down to the present.

Another feature of the yards constantly appreciating in interest and importance is to be found in the horse stables, 850x165 feet, constructed chiefly of brick, separate space being allotted to different dealers. So rapid has been the growth of this department of stock business within the past few years, that it has been found necessary to construct, in addition to the stables, a sales pavilion,

525 x 162 feet and two stories in height. This edifice is designed for the holding of auction sales, as well as for giving agricultural (and particularly live stock) competitive exhibits.

To the firm of Lyman & Gage belongs the distinction of having started the first flouring mill in Chicago. Jared Gage established himself in this line of business on the south branch as early as 1836, and the plant was operated by the firm named until January, 1847. In that year Mr. Gage formed a partnership with John C. Haines, and went into business on South Water street near the river. The plant operated was known as the "Chicago Mill," and the buildings were remarkably substantial for the times. Facilities for receiving grain from vessels and canal boats, and for loading the manufactured product, were unsurpassed. Four runs of burrs were in operation, and there were also mechanical devices for the elevating and handling of grain. The motive power was supplied by two reciprocating machines, consuming some 1,200 tons of coal annually. As business advanced the firm added to their original investment, and in 1854 the capital employed was estimated at \$150,000; thirty hands were employed; the material consumed amounted to 125,000 bushels of wheat and 10,000 bushels of corn; and the output was more than 25,000 barrels of flour and 600,000 pounds of meal. The product was chiefly marketed at home, not more than two or three thousand barrels of flour being shipped by the firm during the year last mentioned.

In 1842 James Long opened the Hydraulic Mills, at the corner of Michigan avenue and Lake street. Mr. Long was succeeded by J. P. Hodgkiss, in 1848. The proprietors, during the first year of their ownership of the mills, ground some 100,000 bushels of grain, about three quarters of which is estimated to have been wheat.

This establishment, from the first of January, 1854, to the 28th of September, which

was the date of its closing, ground 11,000 barrels of flour and 210,000 pounds of corn meal.

In the spring of 1854, the firm of Ricord, Bierlein & Co. erected a steam mill, which was burned to the ground in the autumn of the same year. In the fall of that year Chicago was dependent for its supply of flour and meal upon two establishments only. One of these was that owned by Gage & Haines, already described, and the other was an establishment known as the "Adams Mills." The capacity of the latter was about equal to that of the former, and the mill was situated on North Water street, near the river. The product of the "Adams Mills" early achieved a reputation for excellence and was in no little demand for shipments to the East.

The Hydraulic Mills resumed operations in July, 1855, thus raising the entire number of flour mills in the city to three, having an aggregate capacity of about 80,000 barrels per year.

In 1856, the list of flouring mills included, besides those already mentioned, the following: Empire Mills (Ricord, Bierlein & Co., proprietors) situated at the corner of North and La Salle avenues; N. A. Chase, Jr. 12 and 14 North Canal street; Stevens, Lane & Co., 143 West Lake street; Novelty Mills (James McNair proprietor), 53 State street.

The capital invested in this great industry at that time was about \$325,000; the number of hands employed was less than 80; and the output consisted of some 89,000 barrels of flour, the value of which was about \$696,500.

Three additional mills, known as the "Star," the "Shawmut," and the establishment of Grist, Robbins & Co.—were put in operation during 1857. The estimated output for that year, of the latter mills, was 96,000 barrels.

By 1859, the number of flouring mills in Chicago had risen to eleven, and the total output for that year was 165,630 barrels, against about 140,000 in 1858, and 96,000 in 1857.

The amount of flour received during 1859 was 742,012 barrels, as against 524,915 barrels received in 1858. Two of the eleven mills in operation in the city during the year named were opened after January 1st, and ran only for a portion of the year. These were the Imperial mills and those of Marple & Dean.

The noteworthy feature of the year's business was the marked increase in the quantity of flour sold directly to New England buyers who had formerly been in the habit of purchasing in the New York market.

In 1860, there were nine large mills in Chicago, besides several of smaller capacity, and the output for that year was 194,668 barrels. During the year Chicago millers supplied markets almost entirely new to them. The Illinois Central railroad carried out of the city 53,273 barrels, a considerable proportion of which went to the Atlantic seaboard, while there was also a brisk demand from the South, a portion of which was carried over the lines of the Chicago, Alton & St. Louis. Baltimore buyers, who had formerly purchased almost entirely in the markets of Cincinnati and New York, began to look to Chicago as a point of supply.

The general tendency of prices was upward, owing to the fact that stocks of flour in the city at the beginning of the year were between thirty and forty barrels only, most of which was held subject to the order of Eastern owners, and offers were consequently rather light.

At the beginning of 1864, the number of city mills was nine, which was raised to eleven before the first of December; their output amounted to 255,058 barrels of flour, the consumption of wheat being about 1,250,000 bushels. Red winter and choice plain extra were the variety of grades mostly in demand and Chicago brands maintained a high reputation not only in the West but also in Eastern markets.

During the spring of 1864, the old Chicago Mills, on South Water street, long conducted by Gage & Haines, successor to Lyman

& Gage, were sold to Mr. H. H. Scoville, who enlarged it materially.

The output of this establishment during 1865, amounted to 288,890 barrels. In addition to wheat flour, the mills also manufactured 10,500 barrels of rye flour. The year on the whole, was a satisfactory one to the millers, stocks being kept down to moderate limits and the market free from fluctuations or irregularity. Nevertheless some drawbacks were encountered owing to the dampness of the wheat received, particularly that grown in this State.

During the four years following, the number of flour mills increased to fifteen, and the year 1869 opened with 88,252 barrels in store. At the end of December, the amount in sight was 56,691 barrels. 543,893 barrels were manufactured in this city during the year, and the city consumption amounted to 454,583 barrels.

The City Mills shut down on August 1, and several of the other establishments ran on a short time, working principally on commission. The quality of spring wheat was unusually poor, and its manufacture into flour was extremely difficult. The Chicago Mills found it impossible to maintain the quality of their brands, in view of the character of the raw material at their command. The chief inquiry for the year was for low grades for export, and the trade of this description which has since sprung up may be said to have dated from this period. The direct exports from Chicago to Liverpool and Glasgow during 1869 amounted to nearly 50,000 barrels, which was an amount theretofore unprecedented. Prices generally ruled low, and the year on the whole may be said to have been unsatisfactory.

The year 1870 proved yet more unsatisfactory to millers. Prices were steady, but the reason was to be found in the fact that there was not sufficient animation to cause any decided appreciation in value. The year was characterized by a supply far exceeding the demand, notwithstanding the

fact that nearly 60 flour mills (most of them fully insured) were burned in the West during the year. Many of the principal city mills were closed during a considerable portion of the year, and the amount of flour ground at Chicago showed a falling off. Country millers shipped their product into the city freely. The mill owners complained bitterly of the operations of the warehousemen, who, they said, afforded undue advantages to their competitors in the country districts, and rendered it practically impossible for them to be certain of obtaining good wheat. The total output of the city mills during 1870 was 443,905 barrels, or nearly 100,000 less than the product of the year preceding. Receipts were liberal, and the year closed with 72,835 barrels in store, for which the inquiry was comparatively insignificant.

The brokerage business in flour suffered a serious check, there being a very light demand from the East and only a moderate inquiry for export. Chicago houses suffered in this respect from country competition, the mills in the adjacent territory inaugurating the practice of shipping goods directly to New York.

After the great fire of 1871, the various mills in the city began to rebuild as early as circumstances would permit, but for a time Chicago was dependent upon other points for the material necessary to the preparation of the "staff of life." The manufacturers, however, finally rebuilt their plants (some of them on a larger and improved scale), and trade began moving on in its wonted channels.

As time passed, competition between the mills of Chicago and those at other centres of manufacture—notably at Minneapolis—resulted in the lowering of values of flour in this market. In consequence some of the smaller establishments dropped out of the race, but the more solid concerns retained their normal volume of trade.

In 1892, Chicago could boast of four flouring mills known as the Star and Crescent, the Norton, the Eckhart and Swan, and the Milwaukee Avenue Mills, whose total output for that year was 542,000 barrels. For purposes of comparison, the following table, showing the quantity placed upon the market by each of these establishments during the past seven years, is given :

	1892. Brls.	1891. Brls.	1890. Brls.	1889. Brls.	1888. Brls.	1887. Brls.	1886. Brls.
Star and Crescent Mills.....	212,000	202,180	121,609	100,000	75,000	102,000	170,000
Norton Mills	135,000	213,000	146,000	168,000	165,600	239,870	139,100
Eckhart & Swan	180,000	150,000	150,000	150,000	180,000	160,000	170,000
Milwaukee Avenue Mills.....	15,000	13,000	13,000	13,000	14,500	13,000	15,600
Totals.....	542,000	578,180	430,609	431,000	435,100	514,870	494,789

These figures tell their own story—a tale of the "survival of the fittest" and the decadence of Chicago as a centre for the production of flour. The growth of production has been scarcely more than twenty-five per cent. in seven years. The output is largely used for city consumption, although some of the Chicago made flour finds an outlet in the South. The quality of the flour made in this city is not of the highest, most of the brands turned out being of the grade known as "bakers'." Retailers find a better demand for the product of the mills of Minneapolis

and that of other points in the Northwest. Nevertheless the local concerns are far from being idle, and the succeeding paragraphs afford a basis for drawing estimates.

The abrupt fluctuation noticeable between successive years—sometimes a decrease—as from 1887 to 1890 and between 1891 and 1892—and sometimes an appreciation—as between 1890 and 1891—is largely attributable to causes peculiarly local in character, prominent among which may be mentioned rampant speculation in wheat on the floor of 'change, reference to the deleterious effects



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of which upon Chicago's flour trade is made in a succeeding paragraph.

The subjoined statement exhibits a statistical view of the amount of flour manufactured, received at, and shipped from, Chicago during the past forty years:

YEAR.	FLOUR MANU- FACTURED IN THIS CITY, BRLS.	FLOUR RE- CEIVED, BRLS.	FLOUR SHIPPED, BRLS.
1853	82,833	48,297	70,984
1854	66,000	158,575	111,627
1855	79,650	240,662	163,419
1856	86,068	324,921	216,389
1857	96,000	303,934	259,648
1858	140,403	522,137	470,402
1859	161,500	726,321	686,351
1860	232,000	713,318	698,132
1861	291,852	1,479,289	1,603,920
1862	260,980	1,666,361	1,739,849
1863	236,361	1,424,206	1,522,085
1864	255,056	1,205,698	1,285,343
1865	288,820	1,134,100	1,293,428
1866	445,522	1,847,145	1,981,525
1867	574,096	1,720,401	2,054,555
1868	732,479	2,192,413	2,399,619
1869	543,285	2,218,822	2,339,063
1870	443,967	1,766,037	1,705,977
1871	327,739	1,412,177	1,287,574
1872	186,968	1,532,014	1,361,328
1873	264,363	2,487,376	2,303,490
1874	244,687	2,666,679	2,306,576
1875	249,653	2,625,883	2,285,113
1876	271,074	2,955,197	2,634,838
1877	293,244	2,691,142	2,482,305
1878	308,284	3,080,562	2,779,640
1879	285,904	3,369,958	3,090,540
1880	196,041	3,215,389	2,862,737
1881	238,200	4,815,239	4,499,743
1882	300,358	4,179,912	3,843,067
1883	294,720	4,295,515	3,999,431
1884	535,841	4,960,830	4,806,884
1885	575,165	5,385,712	5,240,199
1886	494,789	4,139,165	3,778,227
1887	514,870	6,873,544	6,391,368
1888	435,110	6,133,608	5,492,100
1889	431,000	4,410,535	3,916,454
1890	430,619	4,358,058	4,134,586
1891	578,180	4,516,617	4,048,129
1892	542,301	5,919,343	5,710,629

The business for 1892 was large, but only a small proportion was transacted upon the floor of 'Change, a large majority of the purchasers preferring to deal directly with the millers. It follows that the mere statement of receipts and shipments affords an inadequate standard by which to gauge the actual volume of trade in this commodity. In fact, the output of the Chicago mills has no clearly defined channels through which it finds its way to market, and a comparatively small quantity is manufactured in advance of actual demands. The year 1892 witnessed a declining market throughout, and in December, bakers' grades sold at the

unprecedentedly low price of \$1.75 per barrel. It is worthy of remark, however, that the price of bread to the consumer was steadily maintained upon a basis of \$2.50 to \$3.00 per barrel for flour.

There are certain considerations which render Chicago an undesirable point for the location of flouring mills, chief among which is the extensive speculation in wheat, which causes relatively higher prices for that cereal here than at other centres. The truth of this assertion is evidenced by the fact that while receipts of wheat show an enormous average annual increase, there has been no material appreciation in the amount of flour manufactured for several years.

The business in flour during the year 1893 was large, though but a small part of it was transacted upon the floor of the exchange. Very many sales are effected with the millers direct, and shipments are made from the mills to purchasers, whose dealings are with the commission merchant in Chicago. These purchasers are located not only in this city, but in all domestic and foreign markets.

The statistical statements of receipts and shipments do not, therefore, exhibit the volume of the flour business here transacted and controlled. It has no clearly defined channels through which it finds its way to the consumer. Flour is now offered for sale by nearly all classes of merchants carrying an assorted stock, and many sales are made in small and large lots by the mills without intermediate agencies, and a comparatively small quantity is manufactured in advance of an actual demand. The prices of wheat have been low, and have enabled the miller to secure good profits. There was a good demand from the winter wheat regions for the product of the mills in the Northwest, which gave an unusual element of strength to the general market.

The market throughout the year was a declining one, the lowest prices being in December, when bakers' grades sold at the unprecedented low price of \$1.75 per barrel. The price of bread, however, kept up upon

the basis of \$2.50 to \$3.00 per barrel for flour. A full statement of prices may be found on page 7.

The exports for the year ended December 31, 1892, aggregated 16,976,000 barrels, valued at \$80,214,001, against 12,610,003 barrels and \$62,771,641, respectively, in 1891.

The receipts at Chicago for the year aggregated 5,919,343 barrels, and shipments 5,710,620 barrels, against 4,516,617 and 4,048,129 barrels in 1891

The annexed statistical tables afford a synoptical view of the city's trade in flour in several important particulars.

RECEIPTS OF FLOUR AND WHEAT IN CHICAGO BY CROPS, SINCE 1860, AND THE EQUIVALENT OF BOTH IN WHEAT.

	FLOUR. BRLS.	WHEAT. BU.	EQUAL TO WHEAT. BU.		FLOUR. BRLS.	WHEAT. BU.	EQUAL TO WHEAT. BU.	YEAR HARVESTED.	EQUAL TO BUSHELS WHEAT FROM THE CROP.
Aug. to Dec. 31, 1860	417,266	12,066,354	13,944,051	Jan. 1, to July 31, 1861	686,286	5,820,245	8,908,632	1860	22,852,683
" " " " 61	79,998	11,364,657	14,933,148	" " " " 62	815,319	6,416,802	10,086,737	" 61	25,018,885
" " " " 62	851,072	7,311,314	11,141,138	" " " " 63	703,340	7,520,615	10,086,645	" 62	21,826,783
" " " " 63	720,866	7,110,041	10,353,938	" " " " 64	713,317	6,770,187	9,980,114	" 63	20,334,032
" " " " 64	492,381	5,317,790	7,533,504	" " " " 65	535,535	4,348,414	6,758,323	" 64	14,291,826
" " " " 65	598,565	4,892,996	7,586,538	" " " " 66	846,067	3,613,962	7,421,219	" 65	15,007,757
" " " " 66	1,001,088	8,667,786	13,172,682	" " " " 67	744,130	2,037,087	5,385,673	" 66	18,558,354
" " " " 67	975,871	11,275,162	15,666,581	" " " " 68	990,435	3,511,699	7,968,657	" 67	23,635,238
" " " " 68	1,201,978	11,245,395	16,654,296	" " " " 69	1,431,615	7,610,926	13,927,194	" 68	30,581,490
" " " " 69	815,207	9,261,834	12,934,266	" " " " 70	770	952,632	7,185,365	" 69	24,906,475
" " " " 70	813,405	10,209,044	13,869,366	" " " " 71	728,816	5,286,041	8,565,713	" 70	22,435,679
" " " " 71	683,361	9,153,615	12,228,740	" " " " 72	800,530	2,533,706	6,136,091	" 71	18,364,831
" " " " 72	731,484	11,190,435	13,482,113	" " " " 73	1,382,372	7,338,150	13,558,824	" 72	27,040,937
" " " " 73	1,105,004	18,928,412	23,900,935	" " " " 74	1,690,375	16,210,067	23,816,754	" 73	47,717,689
" " " " 74	976,304	13,554,555	17,947,923	" " " " 75	1,527,843	12,230,732	19,082,025	" 74	37,029,948
" " " " 75	1,198,040	11,999,638	16,940,818	" " " " 76	1,635,534	8,355,710	15,715,613	" 75	32,656,431
" " " " 76	1,319,663	8,218,348	14,116,832	" " " " 77	1,286,742	1,921,017	7,711,356	" 76	21,868,188
" " " " 77	1,404,410	12,243,498	18,563,298	" " " " 78	1,766,972	11,584,302	19,535,676	" 77	38,698,974
" " " " 78	1,263,590	18,129,275	23,815,430	" " " " 79	1,839,621	13,575,041	21,853,335	" 78	45,688,705
" " " " 79	1,530,337	20,531,068	27,417,584	" " " " 80	1,461,065	9,002,765	15,577,648	" 79	42,995,232
" " " " 80	1,754,304	14,538,842	22,433,210	" " " " 81	2,845,021	7,478,756	20,281,350	" 80	42,714,560
" " " " 81	1,970,218	7,462,334	16,212,215	" " " " 82	2,065,884	6,779,588	16,076,066	" 81	32,298,281
" " " " 82	2,112,028	16,229,008	25,733,134	" " " " 83	2,413,826	5,225,812	16,086,959	" 82	41,820,093
" " " " 83	1,881,929	15,138,343	23,607,023	" " " " 84	2,869,222	5,132,784	18,044,213	" 83	41,651,306
" " " " 84	2,091,608	21,284,803	30,677,039	" " " " 85	3,604,006	11,216,368	27,434,395	" 84	58,111,434
" " " " 85	1,781,766	7,693,349	15,111,296	" " " " 86	1,903,388	4,398,424	12,963,670	" 85	28,674,966
" " " " 86	2,235,777	12,373,319	23,434,316	" " " " 87	3,501,991	16,311,740	32,070,700	" 86	55,015,016
" " " " 87	3,371,553	10,538,990	25,110,979	" " " " 88	3,971,347	4,771,295	22,648,356	" 87	48,319,335
" " " " 88	2,162,261	8,660,774	18,390,949	" " " " 89	1,976,425	4,206,795	13,100,707	" 88	31,491,616
" " " " 89	2,434,110	14,555,551	25,509,346	" " " " 90	2,306,137	4,889,763	5,467,380	" 89	40,976,726
" " " " 90	2,651,921	9,359,007	18,591,653	" " " " 91	2,155,963	10,782,502	20,484,336	" 90	39,176,959
" " " " 91	2,360,654	32,148,756	42,771,699	" " " " 92	3,323,275	11,280,314	26,235,052	" 91	69,006,751

NOTE.—The receipts of flour and wheat from Aug. 1 to Dec. 31, 1892, were as follows: Flour, brls., 2,596,068; wheat, bu., 38,954,242; total, equal to wheat, bu., 50,636,548.

STOCKS OF FLOUR IN CHICAGO ON THE LAST DAY OF EACH MONTH FOR SEVEN YEARS, AS REPORTED BY THE FLOUR INSPECTOR.

	1892 BARRELS.	1891 BARRELS.	1890 BARRELS.	1889 BARRELS.	1888 BARRELS.	1887 BARRELS.	1886 BARRELS.
January.....	73,541	70,896	52,485	72,785	45,300	48,646	86,243
February.....	70,887	75,472	50,565	70,600	57,961	53,475	90,153
March.....	84,323	70,057	62,097	69,270	47,455	43,617	81,911
April.....	73,957	60,590	62,382	64,950	47,328	40,722	92,256
May.....	63,340	53,833	61,159	69,705	49,677	48,583	77,444
June.....	59,351	48,872	53,657	68,415	46,148	34,789	73,985
July.....	58,272	50,410	53,157	62,280	34,933	25,437	61,744
August.....	68,503	49,742	62,879	40,200	39,868	30,500	48,631
September.....	68,920	51,918	66,730	45,460	39,393	30,491	49,228
October.....	75,314	59,241	71,014	56,000	34,508	34,348	47,078
November.....	79,918	63,063	55,650	49,550	60,478	36,368	46,554
December.....	83,266	82,780	65,540	55,590	84,670	45,320	54,682

COMPARATIVE STATEMENT SHOWING THE CURRENT PRICES OF SPRING WHEAT FLOUR, PER BARREL, IN CHICAGO, FOR SEVEN YEARS.

		1886	1887	1888	1889	1890	1891	1892
January.....	1	\$ 3 50@4 00	\$ 3 50@3 75	\$ 3 25@3 60	\$ 4 00@5 50	\$ 3 15@4 75	\$ 3 60@5 00	3 65@4 75
	16	3 60 4 00	3 50 3 75	3 25 3 60	4 00 6 50	3 15 4 75	3 60 4 80	3 65 4 75
February.....	1	3 50 4 10	3 50 3 75	3 20 3 50	4 00 4 35	3 15 4 75	3 60 4 80	3 60 4 75
	16	3 50 4 10	3 50 3 75	3 20 3 50	4 00 4 75	3 15 4 75	3 60 4 90	3 50 4 50
March.....	1	3 50 4 10	3 50 3 75	3 20 3 50	4 00 6 65	2 95 4 60	3 60 4 90	3 50 4 75
	16	3 50 4 10	3 50 3 75	3 20 3 50	4 00 6 31	2 95 4 60	3 60 5 10	3 30 4 61
April.....	1	3 50 4 10	3 50 3 75	3 20 3 50	4 00 6 25	2 95 4 61	3 60 5 10	3 10 4 40
	16	3 50 4 10	3 50 3 75	3 40 3 75	3 75 5 90	3 0 5 00	4 10 5 50	3 10 4 40
May.....	1	3 50 4 10	3 50 3 75	3 40 3 75	3 50 5 75	3 50 5 25	4 30 5 75	3 10 4 40
	16	3 65 4 10	3 60 3 85	3 25 3 75	3 35 5 50	3 51 5 25	4 10 5 50	3 10 4 50
June.....	1	3 65 4 10	3 60 3 85	3 35 3 75	3 25 5 50	3 50 5 25	4 10 5 75	3 10 4 60
	16	3 65 4 10	3 60 4 00	3 31 3 75	3 25 5 50	3 50 5 25	4 00 5 40	3 10 4 60
July.....	1	3 65 4 10	3 60 4 00	3 35 3 75	3 50 5 75	3 25 4 85	3 81 5 10	3 10 4 50
	16	3 65 4 10	3 60 4 00	3 35 3 75	3 75 5 90	3 25 4 85	3 80 5 10	2 90 4 50
August.....	1	3 65 4 10	3 60 3 85	3 35 3 75	3 50 5 55	3 50 5 10	3 80 5 10	2 90 4 50
	16	3 65 4 10	3 60 3 81	3 40 3 75	3 20 5 40	3 61 5 10	3 80 5 25	2 90 4 50
September.....	1	3 65 4 00	3 60 3 85	3 50 4 00	3 20 5 10	3 66 5 75	4 00 5 50	2 90 4 50
	16	3 65 4 00	3 60 3 85	3 75 4 10	3 00 5 01	3 61 5 75	3 90 5 10	2 90 4 40
October.....	1	3 60 4 00	3 60 3 85	4 25 5 05	3 15 5 10	3 60 5 50	3 90 5 10	2 90 4 30
	16	3 50 3 80	3 50 3 85	4 70 5 25	3 15 5 00	3 60 5 50	3 90 5 10	2 75 4 30
November.....	1	3 50 3 75	3 50 3 75	4 50 5 00	3 15 4 90	3 75 5 50	3 90 5 10	2 75 4 30
	16	3 50 3 75	3 50 3 75	4 50 5 00	3 15 4 90	3 60 5 10	3 90 5 00	2 66 4 15
December.....	1	3 50 3 75	3 50 3 75	4 25 4 75	3 15 4 90	3 60 4 90	3 90 5 00	2 70 4 10
	16	3 50 3 75	3 50 3 75	4 25 4 75	3 15 4 90	3 60 5 00	3 70 5 00	2 25 4 10

In the early history of Chicago the chief distinction attained by the city as a butter market was the unenviable one of being the distributing point for the very lowest grades of dairy products. The butter and cheese for city consumption were chiefly brought from the East and only inferior qualities found their way here for sale and shipment to other points. About the year 1872, however, matters began to take a new aspect. The organization of the Chicago Produce Exchange was effected in that year, its membership being chiefly composed of traders in minor agricultural products. The influence of this association was soon felt and has been a potent factor in the western butter market from that time to the present.

It was in that year also that the volume of trade in butter and cheese had so far increased that monthly reports of the receipts and shipments began to be compiled by the Chicago Board of Trade, as of other important articles of commerce. The following extract from the report of the secretary of that body for the year 1873 is of interest in this connection as tending to show, in brief terms, the situation as it existed at that time.

"In the products of the dairy a very marked improvement has been discernible, both in the volume of business and in the character

of the goods sent to market. Increased and more careful attention to the manufacture of butter and cheese, in this and adjoining States, seems to be receiving its just recognition and reward. It is hoped and believed that in a few years the Northwest will become as noted for fine qualities of dairy products as it has been, in the not distant past, for its large production of the lowest grades worthy the name of butter and cheese."

These anticipations of the secretary have been more than realized. Not only has the number of dairies in northern Illinois multiplied many fold since the foregoing extract was written, but the quality of the goods turned out has steadily improved, so that to-day the output of some of these establishments in the immediate vicinity of Chicago ranks first in respect of quality in the markets of the East.

The direct exportation of butter and cheese from Chicago to foreign ports began in 1873. From that time until 1881 the increase in the quantity exported was gradual but steady. Since the year last mentioned the export trade from this port has shown considerable fluctuation as to amount, due in part to the variable extent of the output and in part to the presence or absence of an active foreign inquiry. In 1890, of the 29,748,042 pounds of butter exported from

the United States, 1,173,800 pounds were shipped directly from Chicago, while it is not unfair to assume that a very considerable proportion of the butter exported from eastern points found its way thither from this city. Of the 95,376,053 pounds of cheese exported from this country during the same year, 7,539,538 went directly from this port.

The following tables, showing the receipts and shipments of butter and cheese at Chicago, together with the direct exportations of the same commodities from this city, during a period of years, will be of interest to the general reader.

[NOTE.—It is a source of regret to the author that the tables present some blanks. The most painstaking investigation has failed to disclose any source from which authentic information concerning the blank years could be obtained. During a portion of the time no records were kept in distinct form. For other years none have been preserved. The reader must accept the statement as it is.]

RECEIPTS AND SHIPMENTS OF BUTTER FROM CHICAGO FROM 1853 TO 1890, INCLUSIVE.

YEAR.	RECEIPTS.	SHIPM'TS	Y'R	RECEIPTS.	SHIPM'TS
1853 ...	812,430	577,388	1872	14,574,777	11,497,538
1854 ...	3,145,589	609,445	1873	22,283,765	12,851,303
1855 ...	2,473,982	1,076,631	1874	28,743,606	16,020,190
1856 ...	2,688,938	297,748	1875	21,868,991	19,249,081
1857 ...	3,039,385	309,550	1876	33,941,573	34,140,609
1858 ...	3,166,923	512,833	1877	41,989,905	37,010,993
1859 .....	.....	.....	1878	48,379,282	44,507,599
1860 .....	.....	.....	1879	54,623,223	51,262,151
1861 .....	.....	.....	1880	67,337,044	59,970,601
1862 .....	.....	.....	1881	66,270,785	56,109,762
1863 .....	.....	.....	1882	66,954,045	59,927,879
1864 ...	8,819,903	5,927,769	1883	75,333,082	76,554,902
1865 ...	7,492,028	5,206,865	1884	83,410,144	90,660,379
1866 ...	9,126,825	8,503,321	1885	92,474,784	96,693,890
1867 ...	3,816,638	2,926,339	1886	108,122,119	102,658,727
1868 ...	5,503,630	3,977,021	1887	105,209,502	102,087,869
1869 ...	10,224,803	5,898,391	1888	105,302,121	116,185,273
1870 ...	11,682,348	6,493,142	1889	156,315,245	157,425,605
1871 ...	13,231,452	11,049,367	1890	140,543,850	156,688,837

RECEIPTS AND SHIPMENTS OF CHEESE FROM CHICAGO FROM 1879 TO 1890, INCLUSIVE.

YEAR.	RECEIPTS.	SHIPM'TS	Y'R	RECEIPTS.	SHIPM'TS
1879 ...	32,590,519	28,016,178	1885	41,443,755	30,208,738
1880 ...	43,664,790	35,389,130	1886	38,320,751	35,355,264
1881 ...	46,033,000	35,551,000	1887	44,491,861	42,433,363
1882 ...	45,151,000	30,274,000	1888	52,611,089	46,609,704
1883 ...	47,596,000	36,644,000	1889	61,039,396	47,435,903
1884 ...	39,477,000	36,621,000	1890	67,338,590	53,329,885

DIRECT EXPORTATIONS OF BUTTER AND CHEESE FROM CHICAGO TO EUROPE, FROM 1873 TO 1890, INCLUSIVE.

YEAR.	BUTTER. LBS.	CHEESE. LBS.	BUTTER AND CHEESE. PACKAGES.
1873.....	.....	.....	12,249
1874.....	.....	.....	7,533
1875.....	.....	.....	55,425
1876.....	.....	.....	66,910
1877.....	.....	.....	87,574
1878.....	.....	.....	227,286
1879.....	.....	.....	192,656
1880.....	.....	.....	347,268
1881.....	2,774,027	14,195,737	.....
1882.....	648,238	9,825,533	.....
1883.....	2,214,366	11,095,564	.....
1884.....	3,224,977	8,209,987	.....
1885.....	1,749,255	4,736,697	140,000
1886.....	711,956	2,430,919	.....
1887.....	551,844	2,243,588	.....
1888.....	256,424	3,126,217	.....
1889.....	1,695,883	9,081,800	.....
1890.....	1,173,800	7,539,538	.....

The rank which Chicago has attained as a wool market has been of gradual acquirement. Situated in the centre of a territory abounding in rich pasture lands, it is not surprising that early in the city's history wool came to be shipped in here from the surrounding country, and in 1853 the receipts amounted to 1,030,000 pounds. The effect of these large receipts was to lower prices and rather discourage the growing of wool. In 1854 only 751,838 pounds were received, but still the market ruled low. There was little disposition to sell, and a considerable proportion of the year's clip was in either first or second hands. In consequence, towards the close of the year prices began to advance and more wool found its way to market, the receipts rising to 1,969,299 pounds. The shipments for 1855 exceeded the entire receipts of the years 1854 and 1853, a fact which may be explained presumably by the disposition of holders to unload. The variation in prices from the year 1852 to 1855 were as follows: In 1852, 18 cents to 37 cents; 1853, 38 to 45; 1854, 20 to 31; 1855, 22 to 38.

From 1855 to 1859 the trade in wool fell off annually, the receipts in the latter being only 918,318 pounds, and shipments 934,595. This circumstance should not be regarded as indicating that wool growing in the Northwest had diminished. The grow-



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ers sold directly to the agents of eastern manufacturers, who invaded the territory and bought at the points of production. The wool so purchased was shipped directly to the East from lake ports by vessel or rail, not passing through the city, and therefore could not appear in the city receipts.

The tables given below present, in succinct form, the receipts and shipments of wool at Chicago for a long series of years. They have been compiled from the annual reports of the Board of Trade, but should be regarded as approximately, rather than absolutely, accurate. No daily reports of the wool trade are made to that body, and while the figures are as nearly correct as circumstances admit, they are at best only estimates. This circumstance will serve to account, in part, for the abrupt increase, or decline, which the reader will not fail to notice as between one year and another in several instances. This is noticeably true in the case of the years 1870 and 1871, the receipts for these periods being 14,751,089 and 27,020,621 pounds, respectively. At the same time there were many new ranches opened during 1871 in the far West, and the receipts of wool at Chicago were very materially increased. Another noticeable comparative increase is shown to have occurred in 1874, which may be accounted for by the following facts. Woolen goods were depressed, and old stocks had been nearly exhausted before the new clip began to come in, it being generally supposed that prices would tend still lower than before. It happened, however, that prices abroad were high and this circumstance, added to the high protection carried in this country, diverted foreign-grown wool from this market. In consequence American manufacturers were compelled to depend chiefly upon home production, and the West was again invaded by eastern buyers. Large as the receipts and shipments at Chicago were during that year, they would have been still larger had it not been for the fact that a considerable proportion of the wool bought was shipped directly by growers to the East

without passing through this city. The clip of 1874, however, was smaller than that of 1873, and Chicago merchants secured a fair proportion of the entire volume of business. Another remarkable increase is shown by the tables to have occurred in 1876. That year was a surprise to the trade generally. The prospects were not encouraging at the beginning of the year. Woolen goods were low and manufacturers were loaded with a surplus. In order to relieve themselves of this burden they had recourse to auction sales.

Through this means, the fields of over-production were measurably contracted early in the spring, and the manufacturers at once began to buy the new clip, although at somewhat lower prices than those of 1875. Some of the mills in New England went so far as to secure a stock of raw material sufficient for their wants for two years to come. This movement on the part of manufacturers was so sudden that the speculative trade found itself surprised, and there was less of this description of business done than usual until the middle of the season. Farmers, as a rule, sold too early in the year to reap the full advantages of the situation. The season closed with the West very nearly cleared of wool, even the old stock of the year before, some 50,000 pounds, having been taken. A special feature of this year's business was the increase in the receipts of wool from Colorado, the quality of which annually improved.

From 1876 to the present time, the history of the wool trade presents few features of special interest. The extension of the railroads centering in Chicago has tended to bring a far larger amount of territory within the scope of this market, there having been large receipts in 1885 from Montana, Texas and Utah. Notwithstanding this fact, as the reader may see from the subjoined tables, the receipts and shipments of wool at this city since 1885 have been somewhat on the decrease. This circumstance may be explained, in part, by the increase in the

number of woolen manufacturers in the western States, who take the clip from the growers at the point of production.

RECEIPTS AND SHIPMENTS OF WOOL IN CHICAGO (IN POUNDS) FROM 1853 TO 1892, INCLUSIVE.

YEAR.	RECEIPTS.	SHIPMENTS.
1853.....	1,030,000	953,100
1854.....	751,838	536,791
1855.....	1,969,299	2,158,462
1856.....	1,853,920	575,908
1857.....	1,115,821	1,052,881
1858.....	1,053,626	1,038,674
1859.....	918,319	934,595
1860.....	859,248	839,369
1861.....	1,184,208	1,360,617
1862.....	1,523,571	2,101,514
1863.....	2,831,194	3,435,967
1864.....	4,304,388	7,554,379
1865.....	7,639,749	9,923,069
1866.....	12,200,640	12,391,933
1867.....	11,218,999	11,293,717
1868.....	12,956,425	13,101,161
1869.....	8,923,663	8,273,924
1870.....	14,751,089	15,826,536
1871.....	27,026,621	24,351,524
1872.....	28,181,509	27,720,089
1873.....	34,486,858	32,715,453
1874.....	45,018,519	39,342,722
1875.....	49,476,091	51,895,832
1876.....	57,099,828	61,141,966
1877.....	45,602,839	45,346,422
1878.....	43,428,403	43,009,697
1879.....	48,890,549	47,513,618
1880.....	40,193,696	38,537,102
1881.....	45,343,995	49,588,096
1882.....	36,660,990	45,208,863
1883.....	40,433,104	44,360,187
1884.....	42,009,301	51,534,926
1885.....	48,868,365	51,904,012
1886.....	34,781,587	41,214,882
1887.....	26,782,843	32,915,993
1888.....	30,517,316	46,693,346
1889.....	28,839,182	43,206,572
1890.....	22,281,570	39,006,263
1891.....	35,049,664	57,189,677
1892.....	28,388,364	44,396,698

The first consignment of coal to arrive in Chicago was received by the firm of Newberry & Dole in 1841, and reached Coal Trade. here on the schooner "General Harrison," which, with the coal, belonged to Captain E. B. Ward. The coal was bituminous, came from Cleveland to Erie, and consisted of about eighty tons. It took the firm nearly two years to dispose of it. Wood was then the only fuel used, and was sold at about \$2.50 a cord; and it was not until grates, on legs—to put in the fire places—were cast, for the special purpose of burning this coal, that it could be sold.

Not until the manufacture of iron began to assume prominence, and it was discovered that coke made from bituminous coal was a

practical substitute for charcoal, did the coal trade assume any large proportions. The city has never been known as a great centre of distribution for this variety of fuel, although the consumption for manufacturing and other purposes is enormous. At the same time it will appear from an examination of the appended table that the ratio of shipments to the receipts has been steadily increasing for a series of years.

These tables are self-explanatory, yet a few remarks upon them may not be out of place. The reader will not fail to notice a decided decrease in the arrivals during 1874. The explanation is to be found in the depressed condition of nearly all manufacturing industries, induced by the panic of the year before. The winter of 1874 was moreover a mild one, and less fuel was burned by private consumers than customary. Anthracite coal fell to a lower price than at any time during the ten years preceding, and although the volume of business showed some improvement during the latter months of the year, dealers did not find the improved activity sufficient to compensate for the losses sustained between January 1st and the opening of navigation. A number of new mines were opened in the West, and the quantity of bituminous coal taken out of the ground was larger than ever before. A considerable proportion of it sought an outlet here, to the great derangement of market values. The year 1876 also, as appears from the table, was not a particularly prosperous one for Chicago dealers. A pool was formed in the East, and owners and operators so manipulated prices as materially to check consumption. The result was that in August the combination went to pieces and the market fell from its own weight. Owing to the glutted condition, profits were proportionally reduced. From this time forward the history of the trade has shown a natural and healthy growth, year by year, although it has been marked by no feature of special interest.

The annexed table shows the receipts and

shipments (in tons) of coal at Chicago, from 1853 to 1890, inclusive.

YEAR.	RECEIPTS.	SHIPMENTS.	YEAR.	RECEIPTS.	SHIPMENTS.
1853..	38,543	2,988	1872..	1,398,024	177,687
1854..	56,775	5,068	1873..	1,068,267	243,637
1855..	109,576	12,153	1874..	1,359,496	252,872
1856..	93,020	16,161	1875..	1,641,488	365,811
1857..	171,350	23,942	1876..	1,619,033	249,892
1858..	87,290	15,641	1877..	1,749,091	271,176
1859..	131,004	16,886	1878..	1,552,033	305,694
1860..	131,000	20,364	1879..	2,384,974	527,844
1861..	184,089	20,093	1880..	2,756,088	621,996
1862..	218,423	12,917	1881..	3,399,427	843,312
1863..	284,196	15,245	1882..	3,689,794	727,477
1864..	323,275	16,779	1883..	3,789,108	1,040,096
1865..	344,854	24,190	1884..	3,842,796	963,177
1866..	496,193	34,066	1885..	3,978,675	990,455
1867..	546,208	69,170	1886..	4,056,018	906,205
1868..	68,234	83,399	1887..	5,260,680	1,099,169
1869..	799,000	95,620	1888..	5,517,359	992,788
1870..	887,474	110,467	1889..	4,653,272	647,564
1871..	1,031,472	96,833	1890..	4,737,384	724,019

The culture and marketing of broom corn, while representing an important industry in the Northwest, is of so little comparative prominence when one considers the yield of wheat and other cereals, that but few persons realize the extent and importance of the trade. As early as 1865, it began to assume some little relative importance, but not until after the conflagration of 1871 did it become a particularly pronounced industry of the city. In 1865, Judge Samuel Boyles and T. F. Dunton opened a place of business for the sale of broom corn in Chicago, but trade languished until—as has been already intimated—a new consumptive demand sprang into existence about 1872. The inquiry for broom corn gradually but steadily increased from year to year as the consumptive need for the product manufactured therefrom improved. In 1885, there were ten prominent firms engaged in the handling of this commodity, viz.: Samuel Boyles, T. F. Dunton, John Fishleigh, John M. Hibbard, W. S. Hancock, J. L. Stranahan, A. D. Ferry & Co., J. P. Gross & Co., W. L. Roseboom and H. F. Vehmeyer.

By way of showing the increase in the demand for, and value of, broom corn in Chi-

cago, it may be remarked that in 1871, 6,500 tons were sold at an average price \$110 per ton, while in 1885 sales of 12,200 tons were reported at about \$80 per ton. The broom corn handled in this city comes from Kansas, Nebraska, Missouri and Illinois, and the market extends from the Mississippi river as far east as Connecticut and northward beyond the St. Lawrence river. The reports of the shipments of broom corn and the receipts of the same are very meagre, but a few items of interest have been collated from such sources as are available and reliable.

In 1871 the shipments amounted to 933,850 pounds. In 1872 the market was depressed, an overstocked supply and unremunerative prices being the rule, the shipments being 3,807 bales, and the exports by lake to Canada 777 bales, valued at \$6,723. In 1873 the estimated values of seeds and broom corn shipped from Chicago was \$2,000,000 the shipments by lake 3,211, and the exports 1,720 bales, valued at \$15,503. In 1874 the shipments by lake were 488,640, pounds the exports 228,065 pounds, valued at \$10,257. In 1875 the value of shipments of seeds and broom corn was estimated at \$3,200,000, the exports 41,730 pounds, valued at \$3,341. In 1876 the broom corn and seeds shipped were estimated at \$3,750,000, the exports being 2,206 pounds, with a light crop of the commodity in the western States. In 1877 the exports were 1,500 pounds and the shipments by lake 4,128 bales; in 1878 the shipments by lake 710,800 pounds; in 1879 5,385 bales, and in 1880, 8,090 bales, with 576 bales exported, valued at \$9,268. In 1881 the product was inferior on account of drought, 10,406 tons being received, while the exports were 643 bales, valued at \$13,377, the shipments by lake being 3,883 bales. In 1882, the exports were 222,392 pounds, value, \$15,770, and the shipments by lake 5,867 bales, the total receipts of the year being 9,384 tons, and shipments 9,489 tons, the choice corn coming from Missouri, with a large crop. In 1883 the receipts were 15,038

tons, the shipments were 3,504 bales; and while for 1885 they were 8,868 tons. The interest is centered as to location mainly in the north division of the city, and is becoming an important element in the world of commerce.

in 1884 the receipts by lake were 2,586 bales. The receipts for 1884 aggregated 11,423 tons, and in 1885, 11,668 tons, the shipments for 1884 being 6,416 tons,

CHAPTER XV.

RAILROAD HISTORY.

IT may be questioned whether any of the great inventions of modern times—not even excepting the telegraph—has exerted a more potent influence upon the world, not only in its commercial relations but even in its inner life, than the railway.

It is to the multiplication and extension of these iron highways of commerce that the country is indebted for the development of those natural resources which constitute so large a proportion of the Nation's capital. The discordant shriek of the locomotive whistle wakes the echoes among the hills whose rocky ledges are rich in their hidden wealth of precious ores. The heavy wheels of the iron horse rumble over mineral deposits of iron and coal, of unknown extent and almost priceless value, while its path runs through sun-kissed valleys and broad prairies, whose fertile soil abounds in promise of abundant crops of golden grain.

To the new territories which these great arteries of traffic open up, they carry, from older and over-crowded communities, hearts of oak and arms of brawn; men of undaunted courage and earnest purpose; and women of heroic cast, whose inferior physical strength is supplemented by firm resolution and patient self-sacrifice.

Over these iron ways moves a steady, ever increasing traffic. This movement can be compared to nothing more aptly than the flow of the vital current through the arteries of the human frame, for what the blood is to man, commerce is to a nation, at once repairing waste and supplying fresh material for new growth.

Looking at the railroad history of Chicago from the standpoint of the corporations, the foregoing paragraph may be said to be a synoptical condensation of the entire narrative. Yet, like the gold and silver shield over which the two famous mediæval champions fought, the medallion has a reverse side. The mileage of tracks within the city limits may be approximately estimated at an acreage, which, if computed by competent surveyors, would not be less than fifteen hundred. These figures are exclusive of the land used for station purposes, the precise amount of which it is not easy to compute. It is true that the right of way has been acquired, either through voluntary sale, or by condemnation, on the payment of assessed damages, nor can it be disputed that—sometimes at the end of costly litigation—the city has succeeded in compelling the railroad companies to make something like a fair return for the commercial value of the privileges conceded. Yet the fact remains that the latter have paid practically nothing in comparison with the immense value of the franchises granted. Of late years these corporations have, more or less cheerfully, paid a fair proportion of the cost of constructing new viaducts over their tracks, and of the erection of the graded approaches thereto; yet the imposition of a mileage tax, although frequently agitated, has never been decreed by the city fathers.

There are, however, various considerations urged why the traffic corporations should not be mulcted. Without them, the vital commercial interests of the commonwealth at large would languish, and trade would be relegated to the insignificant proportions

which characterized it in the days of the stage coach and the canal boat. It cannot be denied that to the introduction and subsequent enlargement of the facilities for steam transportation the "Queen of the Lakes" in no small degree owes her elevation from the valley of obscurity to the mountain peak of commercial importance and influence.

But while railroads are potent agencies in the building up of new communities and the development of latent wealth, it is equally true that there is a reciprocity of advantage. Without the co-operation of the people, the railroads would soon be reduced to the condition of a corporation in the far West, which was epigrammatically described by a Wall street financier as "two streaks of rust and a mortgage." And while this reflection is founded upon abstract accuracy, it is particularly applicable, in the concrete, to Chicago, whose proud—and justifiable—boast it is that the "Garden City" is the greatest railroad centre on the continent, if not in the world. In other words, while the railroads have done much for Chicago, the latter has been by no means backward in acknowledging and discharging her debt of gratitude. Through the very heart of the city run the tracks over which pass, every day, passengers whose number would many times exceed the population of some of the smaller States, besides freight whose aggregate value surpasses the entire surplus of the plethoric national treasury.

Without the railroads, the great commercial and industrial interests of Chicago—grain, manufactures, provision packing, lumber handling, and the exportation of hides and tallow could never have reached their present colossal proportions. The immense capital at the command of these corporations has been so employed that while primarily utilized for the accomplishment of selfish aims, the indirect result has been to swell the population, no less than to foster and develop the city's rapidly accumulating wealth.

The growth, multiplication and extension

of railroads in the United States has been almost phenomenal. Beginning with the construction of a portion of the Baltimore and Ohio in 1827-8, and followed by the opening of the old "South Carolina Central" in 1830, which, in turn, was followed by the building of a portion of the present New York Central (or Vanderbilt) system, the first decade of national railroad history closed with progress which, in the light of later years, seems utterly insignificant.

As early as 1828, Hon. William C. Redfield, of New York, published "A Sketch of the Geographical Route of a Great Railway between the Atlantic States and the Great Valley of the Mississippi." The line proposed passed near the source of the Kankakee and the head of steamboat navigation of the Illinois river, which stream, it was said, "is soon to be connected by a canal with Lake Michigan, and affords good depth of water for steamboats." The proposed railway was described as "continuing from near the head of the Illinois" and reaching "the banks of the Mississippi immediately above the Rock Island rapids." Illinois had been a State less than ten years and had a population which did not exceed 150,000. Chicago was a frontier town grouped about the site of old Fort Dearborn, surrounded by the marshes which constituted the shores of the bayou which is now known as the Chicago river. The canal which was soon to connect the lakes with the head of navigation on the Illinois river, was yet a possibility only, in the hands of a corporation which became a legal entity in 1825, and existed for many years without accomplishing any result beyond mere existence. In 1827 Congress made a grant of lands to aid in the construction of the canal, but work did not commence until the fourth day of July, 1836, and it was not completed until 1848, as heretofore stated. In 1837 the State made provision for the improvement of the navigation of the Wabash, Illinois, Rock, Kaskaskia and Little Wabash rivers, and the constructions of railroads from Vincennes to St. Louis, from Cairo, by way of Vandalia,

Shelbyville, Decatur and Bloomington to the northern terminus of the proposed Illinois and Michigan canal, and from thence by way of Savannah to Galena; from Alton to Mt. Carmel by way of Edwardsville, Carlyle, Salem, Fairfield and Albion; from Alton to Shawneetown; from Quincy to Springfield, and thence to the Indiana State line in the direction of Lafayette; from Shelbyville to the Indiana line in the direction of Terre Haute; from Peoria, on the Illinois river, to Warsaw, on the Mississippi; from lower Alton to the Illinois Central railroad; from Belleville, via Lebanon, to intersect the railroad from Alton to Mt. Carmel, and from Bloomington, in McLean county, to Mackinaw, in Tazewell county, with a branch through Tremont to Pekin—a total of 1,341 miles, for the construction of which moneys not in the treasury to the amount of \$10,050,000 were appropriated. Bonds were sold to the amount of \$5,085,444, and scrip issued to contractors on account of the proposed improvements amounting to \$929,305.43. A short line, extending from Springfield to Meredosia, was completed and operated at a loss; some work was done on the other lines; and the magnificent scheme collapsed, leaving the debt above named, and an experience of some value in the study of the problem of State ownership and operation of railways as its only tangible advantage.

The result, of course, produced the most profound humiliation and depression. The State was saddled with a debt which, in consequence of the hard times following, it required years of heavy taxation to extinguish.

By 1850, however, Illinois, recovering from its first failure, had fully waked up to the value of the new (and as yet tentative) system of transportation, and at the conclusion of the first half of the nineteenth century of 9,201 miles of railroads in the Union, Illinois could number 111, which ten years later had increased to 2,770, from which period the Prairie State has been the leading railroad State in the Union.

Notwithstanding the fact that unsurpassed facilities for water communication and transportation were afforded by the great inland sea which laved her feet, Chicago began early to realize the desirability, if not the actual necessity, of establishing connections with the outer world by rail. The result was that the first railway charter passed by the Illinois legislature (approved January 17, 1835) was for the construction of a road from Chicago to a point opposite Vincennes, Indiana. The duration of the franchise was to be sixty years, and the par value of the capital stock was fixed at \$3,000,000. In the list of incorporators are found the names of such well known citizens as John H. Kinzie, Gurdon S. Hubbard, George W. Dole, Leander Munsell, Milton K. Alexander, William B. Archer and Wickliffe Kitchell. No restriction was imposed upon the right of the company to "fix, regulate, demand and receive the tolls and charges" for transportation of persons and property. The incorporators failed to avail themselves of the privileges granted, and the charter eventually proved to be a practical nullity.

As a matter of fact, few of those early charters were utilized by the grantees. The history of the principal lines actually constructed and centering in this city is given in this chapter.

The Galena & Chicago Union was the first railroad chartered to run out of Chicago upon which work was immediately commenced, and which afterwards became an important factor in the city's great transportation system. On January 16, 1836, largely through the influence of Ebenezer Peck and T. W. Smith, a charter was granted to the company. At that date Galena was the leading village of the West, which circumstance accounts for the precedence given to that name in the title of the road. The amount of capital stock named in the charter was \$100,000, although leave was given to increase it to \$1,000,000, and the company was grante-

Galena and
Chicago Union.

three years in which to commence operations. Either animal or steam power might be used as a motive force. The commissioners named to receive subscriptions for stock were: E. D. Taylor, Jesse B. Thomas, Jr., J. C. Goodhue, Peter Temple, William Bennett, Thomas Drummond and J. W. Turner.

Thirteen months after the granting of the charter the survey of the proposed route was begun by engineer James Seymour, and was extended from the foot of North Dearborn street as far as the Desplaines river. Work was stopped in June, 1837, but resumed the following year, when piles were driven along the line of Madison street and stringers placed upon them. It soon became evident, however, that the purse of Chicago was not equal to her ambition, and further prosecution of the enterprise came to an abrupt end. The abandonment of the operations was a source of profound regret to the dwellers in the Rock River country, who made several efforts to obtain better connection with Chicago, first by means of the contemplated road, and later by canal. These schemes did not prove feasible, and in January, 1846, a convention was held at Rockford to consider the project of the revival of the Galena & Chicago Union railroad company. There were present at this gathering 319 delegates, from all the counties to be traversed by the proposed line. The following officers of the convention were elected: President, Thomas Drummond, of Jo Daviess county; vice-presidents, William B. Brown, of Cook, Joel Walker, of Boone, Spooner Ruggles, of Ogle, and Elijah Wilcox, of Kane; secretaries, T. D. Robertson, of Winnebago, J. B. F. Russell, of Cook, and S. P. Hyde, of McHenry. J. Young Scammon, of Chicago, introduced resolutions, which were adopted, calling attention to the advisability of a general subscription to the company's stock by the farmers along the proposed route, and other resolutions were passed, pledging the members to canvass for subscriptions. This action awakened renewed enthusiasm all along the line, but before the

necessary subscriptions had been obtained. Messrs. Townsend and Mather, who owned the original charter, offered the charter, together with land and such improvements as had been already made, to the citizens of Chicago for the sum of \$20,000. The terms proposed—which, together with the offer itself, were accepted—contemplated the payment of the entire sum in full in stock of the new company, \$10,000 immediately after the election and organization of the Board of directors, and the remaining \$10,000 on the completion of the road to Rock river, or as soon as dividends of six per cent. had been earned. The purchasers subscribed from their own means for the expenses of the survey on December 16, 1846, and the following year the work was begun, under the supervision of Richard P. Morgan.

It was determined to open subscription books at Chicago and at Galena, as well as at the various settlements through which the road was to pass. The task of canvassing the farmers between the proposed *termini* was undertaken by William B. Ogden. J. Young Scammon undertook the soliciting in Chicago, but subscriptions here came in at first rather slowly. Only \$20,000 was obtained at the outset from all the real estate men and others who might have been supposed to have been particularly interested. There was an element among business men which was opposed to the building of the road, for the reason that they feared that it would divert business from Chicago to other points along the line. Mr. Ogden met with better success in the rural districts. Here he found the people full of interest, the furor for the building of the line extending even to the women, who were willing to undergo many privations of a personal character with a view to the establishment of an iron highway which might prove of benefit not only to their own, but also to succeeding generations.

The original idea of the promoters of the enterprise had been to secure as large a local subscription to the capital stock as was ob-



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tainable, and then to apply to eastern capitalists for such advances—either in the way of subscription or as a loan—as might be found necessary. The interest developed in the accomplishment of the enterprise, however, was so great that by April 1, 1848, 126 individuals had bound themselves to take \$351,800 worth of stock. It was accordingly concluded that sound judgment would dictate the policy of constructing and owning the road on the part of the residents of the territory through which it was to run. By way of putting an anchor to windward, it was determined to interview some friends of the project in the East and obtain such suggestions as their experience in railroad matters might enable them to give. The parties consulted were unanimously of opinion that it would be better to utilize the funds on hand for the construction of the line as far as the subscription might be available, and if, after a portion of the road had been built, money were needed, it might be obtained in the East.

In September, 1847, a corps of engineers was engaged for necessary surveys and put to work. Some unexpected obstacles were encountered, and it was not possible for the directors to let the first contract for construction until toward the close of the year. Contracts for the grading and bridging of twenty-five additional miles were let in March, 1848.

Meanwhile (in February, 1847), an amended charter had been secured, under the terms of which a new Board of directors was elected on April 5th of the following year. Those chosen were as follows: William B. Ogden, president; Walter N. Newberry, Charles Walker, James H. Collins, J. Young Scammon, William H. Brown, John B. Turner, Thomas Dyer, Benjamin W. Raymond, George Smith, all of Chicago; Charles S. Hempstead and Thomas Drummond, of Galena; Allen Robbins, of New York. Changes were subsequently made as follows: Thomas D. Robertson, of Rockford, was elected director, *vice* Allen Robbins, re-

signed on April 5th, 1849; Dexter A. Knowlton, of Freeport, *vice* J. Young Scammon, resigned in 1850.

The canvass for subscriptions along the line made by Mr. Ogden was supplemented, later, by Messrs. Charles Walker, Isaac N. Arnold, John Locke Scripps and John B. Turner. In 1848 B.W. Raymond and John B. Turner visited the seaboard with a view to enlisting eastern support for the project. Their trip did not prove as successful as had been originally hoped, yet they reported to Chicago subscriptions for \$15,000 worth of stock and the promise of a loan of \$7,000 additional. The financial success of the enterprise seemed to be so far assured that by this time the management felt justified in purchasing a very limited amount of rolling stock, to be used in the operation of the line.

Mr. Ogden, the president of the company, and also a member of the city council of Chicago, endeavored, in the latter capacity, to secure the passage of an ordinance giving the company the right of way into the city, with such incidental privileges as might be necessary for the advantageous exercise of the franchise. The ordinance failed to pass, but the road was granted the privilege of constructing a temporary track, in order to facilitate the hauling of necessary material through the city. The first engineer of the re-organized company was John Van Nortwick, and in June, 1848, his assistant, George W. Waite, drove the first grading peg, at the corner of Kinzie and Halsted streets.

In September, 1848, the directors purchased two engines from eastern companies, the first of which, the "Pioneer," arrived in the city on October 10th, following. Both engines had been fitted with new gearings, and, while clumsy in appearance and workmanship, they were capable of rendering efficient service. The "Pioneer" was unloaded from the brig "Buffalo," on the Sunday following its arrival, by Redmond Prindiville, Wells Lake, George W. Waite,

George C. Morgan and John Ebert, the engineer. It proved to be a memorable purchase, and while it is to-day an example of primitive ideas in the way of locomotive construction prevailing a half century ago, it is yet preserved as an interesting relic and, if necessity required, it could probably once more render efficient service. At first it ran simply as a motor for the purpose of hauling material to be used in construction, but on December 15, 1848, it started from Chicago at the head of the first train which left the city over the new line. It was a motley sort of a caravan. At the head, puffing and panting with a sense of its own importance, was the "Pioneer," following in whose wake were six freight cars, extemporized into passenger coaches. However grotesque may have been its appearance, it excited as much wonder and animation among the people who watched its progress, as it would awaken merriment and ridicule in our day. (This locomotive is now on exhibition at the World's Columbian Exposition in this city (1893), and is an object of much attention.)

Early in the history of the line a delegation of stockholders and newspaper men—in all about 100 persons—were invited to take a "flying trip" over the only "system" of railroad in the Northwest deserving the name. On the return of the train to the city a quantity of wheat was put on board, having been taken from the wagons of farmers along the route. So far as known, this constituted the first arrival of this cereal by rail in the city which was destined to become the great metropolis of grain for the world. The news soon reached dealers in this city, who subsequently became both receivers and shippers. It created a mild sort of furor among them; and the latent excitement was fanned into a flame by the information, received within the following fortnight, that thirty car loads of grain were waiting at the Desplaines river to be unloaded. This locality (the Desplaines river) was made a point of delivery, rather

to the disgust of receivers. The action of the council, however, in refusing to allow the company the right of way into the city may be said to have been the primary cause for dissatisfaction.

The road had not as yet reached Galena, much to the disgruntlement of the inhabitants of that city. There seems to have existed no little enthusiasm in Galena for the extension of the line to that point, and although the directory recognized, in express terms, the claims adduced, it was written in the book of fate that Galena should be connected with Chicago by some other line.

Bonds had been sold up to this time at such market valuation as they would realize, and of the \$150,000 received from their sales \$71,700 had been expended.

The next vital matter to be considered was the securing of the right of way through territory not yet occupied by the road. To effect this result Henry W. Clarke, DeWitt Lane, and Major James Mulford were appointed commissioners. On the part of the road, William B. Ogden, John B. Turner, John Van Nortwick, engineer, and James H. Reese (Mr. Ogden's own surveyor) were selected to accompany the commissioners. When the party reached Harlem, then called Oak Ridge, the commissioners agreed that the assessment of damages for right of way should be merely nominal, and from this agreement resulted the offer of six cents to each land owner along the route. This offer was accepted without dissent; quit-claim deeds were made to the company, and the roadway was secured.

The line was extended to Elgin—forty miles—in January, 1850. Nearly \$165,000 had been expended for construction up to this time, and the rolling stock was of such extent and description as to excite admiration at that time and amusement to-day.

By the year 1857, a considerable extension of the line had been completed. A double track had been laid as far as Turner (thirty miles), and large additions to the rolling stock had been acquired.

The following official staff was elected that year: John B. Turner, president; William H. Brown, vice-president; William M. Larrabee, secretary; Henry A. Tucker, treasurer; George M. Wheeler, auditor; and William J. McAlpine, engineer. The entire length of the main line of the road, as far as it had been constructed in 1858, was 121 miles, at an outlay rather exceeding the original estimate.

The system owned and operated by the Chicago & North Western railway company, as it exists to-day, is a consolidation of not less than forty-five separate and distinct railroads.

The first of these constituent elements, in order of time, was the Galena Union, an account of the origin and early operation of which is given above. The next was the Illinois & Wisconsin railroad company, which was organized December 30, 1851, and which was open for traffic from Chicago to Cary, a distance of thirty-eight miles, in 1854. During the following March it was consolidated with the Rock Valley Union railroad company, which had built a line twenty-eight miles in length, from Minnesota Junction to Fond du Lac during the previous year. The new road was called the Chicago, St. Paul & Fond du Lac railroad company, and during 1855 it extended its line from Cary to Janesville, fifty-two miles. In 1859, the road was sold under decree of foreclosure, an account of which sale may be found below.

In order thoroughly to comprehend the history of the Chicago & North Western, it is necessary to enter upon a brief further review of some of the salient facts in the history of the Galena & Chicago Union railroad. At the meeting of the directors of the latter corporation held in June, 1857, the following officers were elected: John Bice Turner, president; William H. Brown, vice-president; William M. Larrabee, secretary; Henry A. Tucker, treasurer; William J. McAlpine, chief engineer; and George M. Wheeler, auditor. During the latter half of the year

1857, a second track was laid between Chicago and Turner, a distance of thirty miles. The expense thus incurred swelled the total outlay up to that time to nine million dollars. Before the close of the year 1858, the company had extended its main line to Freeport, one hundred and twenty-one miles from Chicago, besides the following branches: Belvidere to Magnolia (Madison division), forty-two miles; Turner to Fulton (Dixon Air Line), one hundred and six miles.

At that time the corporation owned real estate aggregating 8,080 acres, including some 3,000 acres of wooded land. The equipment of the road, when catalogued in the light of the equipments of the trunk lines of to-day, seems insignificant enough. It consisted of sixteen locomotives, forty-one first-class passenger cars, twenty-two second-class and baggage cars, eight hundred and sixty covered freight cars, one hundred and fifty platforms and one hundred and twenty-two hand repairing cars, one hundred and thirty-four small gravel cars, one pay master's and one wrecking car.

The close of the year 1858 found the Galena & Chicago Union company free from floating debt, and with a funded indebtedness of \$3,783,015. It had been enabled to run cars through to Janesville, Wis.; on May 17, 1858, connection had been formed at Bass Creek, Wis.; between the line of the Beloit & Madison, operated by the Galena & Chicago and that of the Southern Wisconsin branch of the Milwaukee & Mississippi railroad company.

A re-organization of the Fox River Valley company (operating a line between Minnesota Junction and Fond du Lac) was effected in November, 1858, under the name of the Elgin & State Line railroad company.

Owing to the financial stringency of 1857, the Chicago, St. Paul & Fond du Lac railroad company found it impossible to meet the interest on its bonds, and the road was sold under foreclosure of the mortgage. An act was then passed by the legislature of Wisconsin authorizing the formation of a corpora-

tion which should operate the line. The bondholders and stockholders agreed on the appointment of Samuel J. Tilden and Ossian D. Ashley as their agents to attend and supervise the re-organization. Five days after the sale, the purchasers organized the Chicago & North Western railroad company, which line then extended from Chicago to Oshkosh, Wis., one hundred and ninety-three miles, and from Oshkosh to Appleton, twenty miles farther.

The first officers of the company were as follows: William B. Ogden, president; Perry H. Smith, vice-president; George L. Dunlap, superintendent; George P. Lee, treasurer; James R. Young, secretary; E. Dewitt Robertson, general ticket agent; and N. Guptill, general freight agent. The line was put in operation as far as Oshkosh during the year 1860.

The Chicago, St. Paul & Fond du Lac had been granted land by Congress, and to obtain possession of the same it was necessary that the Chicago & North Western extend the line some three miles beyond Oshkosh. By January 1, 1861, over \$434,000 had been expended in the purchase of new equipment, making the total indebtedness of the company, outside of its bonds, \$331,491.01; the funded debt at that time amounted to \$3,524,200; the capital stock to \$6,028,300; the net surplus to \$335,212, and the length of the track laid was three hundred and thirty-five miles.

In April, 1861, the Wisconsin legislature authorized the Chicago & North Western company to construct a line, by way of Fort Howard or Green Bay, Wis., to the north line of the State, at the Menominee river. At the time of the passage of this act the company was unable to meet the interest on its first mortgage bonds, and on April 11, 1861, a meeting of the stockholders was held in New York. A committee was appointed to visit Chicago, to look over the valuable real estate of the company in this city, and inspect the line of road, and to submit a report upon the expediency of extending the

road from Appleton to Green Bay, and west from Neenah to Waupaca, Wis. The committee, after visiting the towns along the line and attending many enthusiastic meetings, presented a report, admitting that the proposed extension was important, but "withholding recommendations."

In December, 1861, the Chicago & North Western company exchanged \$41,500 of its stock for a like amount of bonds of Brown county, Wis., and the extension was formally opened to the public on November 13, 1862. A grant of eighty acres of land for depot purposes was made by Congress from the military reservation of Fort Howard.

An agreement was entered into between the company and the firm of Munn & Scott, warehousemen, in Chicago, for the erection of a large grain elevator on the depot grounds in this city, that firm already owning another elevator connected with the company. One was also to be erected at Fort Howard, Wis.

In the meantime (in January, 1862), the Galena & Chicago Union company had secured control of a direct line between Clinton and Marshalltown, Iowa, a distance of one hundred and fifty-one miles west of the Mississippi river, through the leasing of the Cedar Rapids & Missouri river railroad. The land on the south branch of the Chicago river, which had been owned jointly by the Galena & Chicago Union, the Pittsburgh, Fort Wayne & Chicago and the Chicago, Burlington & Quincy roads, was divided during the year. The last named company was constructing a line of road into Chicago from Aurora, to be used instead of the thirty miles of the Galena & Chicago Union line, and notice had been given to the latter company that the use of this line would be discontinued after May, 1864. In July, 1862, the Galena & Chicago Union leased the Chicago, Iowa & Nebraska railroad, which was opened that year, thus operating a continuous line from Chicago to Cedar Rapids, Iowa, via Clinton.

On January 19, 1864, the Chicago & North

Western company absorbed, by consolidation, the Dixon, Rockford & Kenosha railroad, a line seventy-two miles in length, running from Kenosha, Wis., to Rockford, Ill.

On June 2, 1864, occurred the consolidation of the two corporations, the Galena & Chicago Union and the Chicago & North Western companies, under the name of the Chicago & North Western railway company. When the consolidation was perfected, the system controlled by the new corporation was as follows: From Chicago, via Janesville, Fond du Lac, Oshkosh and Appleton, to Green Bay, two hundred and forty-two miles; Kenosha to Rockford, the junction of the old Galena road on Rock river, seventy-two miles; the Galena & Chicago Union lines, both owned and leased, five hundred and twenty-one miles; the Peninsular railroad, sixty-two miles; total, nine hundred and six miles. The Dixon Air Line had been built west from Turner Junction to the Mississippi, at Fulton, with a view to meet the demands of the road for an outlet to that river, the outlet at Galena having passed under the control of the Illinois Central. The new organization assumed the name of the Chicago and North Western railway.

At the time of the consolidation, the officers of the Galena & Chicago Union railroad company were: William H. Brown, president; Edward B. Talcott, general superintendent; W. M. Larrabee, secretary; Henry A. Tucker, treasurer; Augustin W. Adams, general freight agent; Geo. W. Wheeler, auditor; Willard S. Pope, engineer; and Elliott Anthony, attorney. The officers of the new (consolidated) company were: President, William B. Ogden; vice-president, Perry H. Smith; superintendent, George L. Dunlap; treasurer, George P. Lee; secretary, James R. Young; general ticket agent, B. F. Patrick; general freight agent, Charles S. Tappen.

After the lease of the Cedar Rapids & Missouri river road to the Galena & Chicago Union, in 1862, an extension of the line to

Boone, Iowa, had been made, the line thus reaching a point two hundred and four miles west of the Mississippi river, leaving about one hundred and thirty miles of road necessary to extend it to the eastern terminus of the Union Pacific, at Council Bluffs. Just before the consolidation, the Galena road had commenced the construction of a bridge across the Mississippi at Clinton, and during the year 1864 the Chicago & North Western company completed it. The Peninsular company, of Michigan, which operated a road from Escanaba to Negaunee, a distance of some sixty miles, was consolidated with the new company in October, of the same year.

In June, 1865, Joseph B. Redfield, afterwards auditor of the road, became assistant secretary. No other important change was made in the official staff from that date until June, 1867, when the officers of the company were as follows: William B. Ogden, president; Perry H. Smith, vice-president; M. L. Sykes, Jr., second vice-president; James R. Young, secretary; Albert L. Pritchard, treasurer; George L. Dunlap, general superintendent; James H. Howe, general solicitor; George P. Lee, local treasurer; Charles S. Tappen, general freight agent; and B. F. Patrick, general passenger agent.

At the time of the election of the officers above mentioned, the company had obtained control of the Green Bay Transit company, running between Fort Howard and Escanaba, the latter point being the terminus of the Peninsular railroad, which had by that time become a "division." It also controlled the Chicago & Milwaukee railroad, eighty-five miles in length.

In June, 1870, John F. Tracy became president of the company, while the other officers were as follows: M. L. Sykes, Jr., vice-president; Albert L. Pritchard, secretary and treasurer; James H. Howe, general solicitor; George L. Dunlap, general manager; John C. Gault, general superintendent; J. B. Redfield, auditor; C. C. Wheeler, general freight agent; and H. P. Stanwood, general passenger agent.

By 1870, the company had purchased and completed the Winona & St. Peter railroad, one hundred and twenty-one miles, and by June, 1871, operated one thousand two hundred and twenty-six miles of road, having, during the previous January, absorbed the Beloit & Madison company. Its rolling stock had increased since the consolidation with the Galena & Chicago Union from 2,420 cars to 6,460, and over \$54,000,000 had been expended upon the entire system during the preceding quarter of a century. Its common stock amounted to \$14,720,000, its preferred to \$20,415,000, and its funded debt to \$12,800,000.

At this time its officers were as follows: John F. Tracy, president; M. L. Sykes, Jr., vice-president; Albert L. Pritchard, secretary and treasurer; James H. Howe, manager; John C. Gault, superintendent; E. H. Johnson, chief engineer; B. C. Cook, solicitor; R. W. Hamer, purchasing agent; M. M. Kirkman, assistant secretary; Joseph B. Redfield, assistant treasurer; C. C. Wheeler, freight agent; and H. P. Stanwood, ticket agent.

In 1871, the company obtained control of the Barraboo Air Line railroad, which, together with the Beloit & Madison, was consolidated with their own, and steps were at once taken to construct a link between Madison and the terminus of the La Crosse & Trempealeau line, which had been acquired by the Chicago & Northwestern in 1867.

The gross earnings in 1871* decreased 6.71 per cent. as compared with those of 1870, but the reduction in operating expenses (including taxes) was 21.24 per cent. and made the increase in net earnings equal to \$1,029,555.86.

Of the lines acquired in 1867, the Winona & St. Peter was the most valuable. By May 31, 1871, this branch had been completed one hundred and forty miles westward from Winona, through the State of Minnesota, to

St. Peter. The franchise granted the right of construction as far as the Big Sioux river, in Dakota, and carried with it a land grant from the United States of 6,400 acres a mile. Not more than half of the original line had been completed in 1871, but the territory certified to the original company since the granting of the franchise, a portion of which came into the possession of the Chicago & North Western company was fully 207,000 acres. A State law gave to the company 800,000 additional acres, provided thirty miles of road were completed annually.

Other branches were constructed that year as follows: From the Minnesota river to Mankato, (three and one-half miles); from Geneva, Illinois, on the Dixon Air Line, to St. Charles, on the State line (two and one-half miles). Negotiations were also concluded during the year for the purchase of the Iowa Midland, which was authorized by its charter to carry its line across Iowa. At first the North Western operated this line under a perpetual lease, but acquired ownership in 1884.

Steps were also taken to re-open the Elgin & State Line railroad, which, many years before, had been laid with strap-rails and operated in connection with the Elgin & State Line division of the old Galena & Chicago Union. The rails, however, had long since been removed, and the old grading and right-of-way had long remained unused. The village of Lake Geneva had grown rapidly in favor as a summer resort, which fact induced the belief that the re-opening of the line would prove profitable. Accordingly measures were taken for the incorporation of the State Line & Union railroad company, for which a new charter was obtained, which was to use the original route and grading.

The company's losses in the fire of 1871 exceeded a million dollars, a portion of which, however, was covered by insurance in solvent companies. Among the most important property destroyed were two large brick freight houses, a brick flour warehouse, one large

* The fiscal year of the company closes on May 31st, and reference to any special year is a reference to the twelve months ending on that date.

grain elevator (from which the company derived an annual rental of \$25,000), besides two other elevators, belonging to private parties, situated on the North Western tracks, but used exclusively in the company's business. The passenger depot of the Galena division, with many smaller buildings, were utterly destroyed, as well as the large block occupied by the company's general offices. Of the rolling stock, one hundred and thirty-three freight-cars, standing on the track and in the warehouses, were burned. The actual value of the property destroyed was less than the inevitable loss of business resulting from the fire.*

Within sixty days after the holocaust, however, the company was again doing its full complement of business. Two new elevators, —one on the company's ground and one on the old site on their tracks—with a capacity of 1,500,000 bushels, were completed in time for the ensuing harvest. To supply the immediate and pressing wants, two large wooden freight houses were put up, and the construction of permanent edifices was at once commenced.

For the year ending May 31, 1872, the gross receipts showed a decrease of \$292,753, or 2.56 per cent. Of this sum \$143,966 was chargeable to the first week following the fire, and \$279,454.49, or nearly the entire amount, occurred during the first four weeks. During the six months ending November 30, 1871, the total earnings fell off \$765,562.21; which was partially recouped during the six months following by a gain of \$472,809.21 over the corresponding months of the previous year. The enhanced price of labor and material so largely required for temporary accommodations in Chicago, and in expensive renewals and repairs consequent upon the fire, affected the operating expenses, which, during the year, amounted to 56.68 per cent. of the gross earnings, and, if taxes and charges to account of fire losses be included, reached 59.72 per cent.

The construction of the Menominee extension was designed to fill a gap of one hundred and twenty miles in the company's lines between Fort Howard, Wisconsin and Escanaba, Michigan. It was deemed wise to postpone it temporarily, and passengers were conveyed by stage in winter and by steamboat during the season of navigation. Grants of land aggregating 800,000 acres had been made by both the general government and the State of Michigan, but none were to become available unless the line were completed in 1873, but up to February, 1872, only fifty miles had been put in operation.

A thirty mile branch between St. Peter, Minn., and New Ulm was opened in February, 1872, and eight months later the Iowa Midland was completed as far as Anamosa, where connection was made with the Dubuque & Southwestern railway, with which corporation reciprocal traffic arrangements were made.

During the year ending May 31, 1873, the mileage of the road was increased 145.42 miles, 108.5 being on the main lines. The operations of these twelve months were unsatisfactory, financially. The tonnage of freight increased 17.86 per cent, but the revenue from this source increased only 14.53 per cent., the rate per ton per mile having been lowered nearly ten per cent. in comparison with the figures of the year before. The gross earnings increased 11.7 per cent., but a necessary improvement of service showed its result in an increase in the per centage of operating expenses to 64.21 as against 59.72 during the year 1872. In consequence, the net earnings exhibited a decrease of \$434,410.24.

During that year, a branch road west of the city, leading from Montrose, six miles from Chicago, to an intersection with the Galena division at a point about five miles west of the Wells street passenger station, known as "circle track," was constructed and put in operation.

A substantial, well arranged building was completed this year, on the corner of Kinzie

* Andreas' History of Chicago, Vol. III.

and Market streets. Its cost was \$122,172.02. New machine and repair shops of brick and stone, with iron truss roofs, were also among the permanent improvements.

The report of the land commissioner showed sales of 24,296.48 acres of land in Michigan and Wisconsin, at an average of \$4.78 an acre. The number of acres remaining unsold May 31, 1875, was:

In Michigan.....	639,750.87
In Wisconsin.....	364,228.29
In Minnesota and Dakota.....	1,104,664.00
Total	2,108,643.16

Adverse "granger legislation" this year aided in bringing about a decrease in gross earnings. The entire decline was 12.14 per cent., more than one-half of which was attributable to this cause. There was an average reduction of 0.1852 cents per mile per passenger—in passenger rates aggregating \$216,267.96. In freight rates the reduction was 0.1742 cents per ton per mile, amounting to \$791,819.95; the total loss from both classes of reduction being \$1,008,087.91.

In the annual report of the company for 1877, the advantages of location enjoyed by the road are thus spoken of:

"The three main lines of the company's railway and their ramifications cover the quadrant of a circle, whose radius of over five hundred miles sweeps to the north, northwest and west from Chicago. Nearly every variety of production and industry incident to the vigorous activity of that country, from Lake Superior, on the north, to the transcontinental traffic via Omaha, on the west, is embraced within the limits of these inclosing lines. The iron ore, the copper, stone, minerals and timber of the upper peninsula of Michigan; the manufactures, agriculture, commerce and immense lumber interests of Wisconsin; the extensive wheat growing prairies of Minnesota and Dakota, and the great and diversified products of some of the fairest and most thriving portions of Illinois and Iowa, from the lakes to the Missouri river, all contribute in greater or less degree to the

volume of traffic which supports our revenues."

The construction of two additional branches was undertaken this year (1877). One, known as the Menominee river railroad, ran some twenty-five miles, from a point twenty-two miles south of Escanaba, and was designed to open up a new mineral region. The other was lateral in character, sixty miles in length, and intended to serve as an adjunct to the Cedar Rapids & Missouri river (leased) railroad, in Iowa, and was to be known as the Maple river railroad.

The fiscal year ending May 31, 1878, was a prosperous one. The entire net earnings, including those of the leased and proprietary lines, were \$2,464,487.16—more than double those of the preceding twelve months.

The La Crosse, Trempealeau & Prescott railroad was formally consolidated with the Chicago and North Western railway on June 6, 1877, by which the entire mileage of the system was increased to 2,078.14 miles.

The amount of land sold during the year was 21,983.48 acres, and the total sum paid into the treasury on this account was \$186,456.80.

The several Minnesota branch lines constructed and completed during the year were as follows:

Minnesota Valley Railroad.....	25 miles
Rochester & Northern Minnesota R. R.....	25 miles
Plainview Railroad	16 miles
Chatfield Railroad.....	12 miles

The outlay for construction on the Chicago & North Western railway proper amounted to \$355,209.16 and on the proprietary lines to \$79,619.08. The improvements in Chicago were numerous. A brick warehouse was erected east of State street, and a new, double track, steel draw-bridge built over the north branch, south of Kinzie street, to replace a single-track wooden structure.

The net earnings for the year ending May 31, 1880, were \$4,080,167.90; and one hundred and thirty 84-100 miles of road were constructed, swelling the total mileage of



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roads owned and controlled by the company, 2,512.77. On account of construction, the expenditure was \$1,810,034 07. A permanent lease of the Des Moines & Minneapolis road was entered into, the Chicago & North Western purchasing the line four years later. The length of the road was fifty-eight miles, and its acquisition secured for the company a continuous line to Des Moines. The Sheboygan & Western (formerly the Sheboygan & Fond du Lac) railroad was also formally united with the North Western. There were also acquired the Galena & Southern Wisconsin, and the Chicago & Tomah railroads, the latter at that time constructed with a narrow gauge for a distance of ninety-two miles, between Galena and Woodman, Wisconsin, with branches to Platteville and Lancaster, Wisconsin. There was, moreover, discussed an extension of the Chicago & Tomah road, with a standard gauge, direct to Madison, where it would connect with the main line to Chicago, and with a proposed Madison and Milwaukee line, to Milwaukee. The construction of the extension toward the Missouri river, in Dakota, was also rapidly pressed. This branch leaves the main line of the Winona & St. Peter at Tracy, Minnesota, and runs westerly across Dakota, with lateral branches. That part of the line—forty-six miles—running through Minnesota was called the Chicago & Dakota railway, while the western portion, lying in Dakota, took the name of the Dakota Central. The total length of both sections was about two hundred and fifty miles, and one hundred and seventy miles had been completed before the close of the fiscal year 1880, the entire track having been laid with steel rails.

A branch, about fifty-six miles in length, called the Iowa & Southwestern railroad, was projected and surveyed in 1880, and its construction commenced the following year.

The discovery of valuable beds of iron ore in the Felch mountain district, in Michigan, led to the survey and construction, in 1881, of thirty-six miles of new road to connect with the Lake Superior line, while another

extension, in a northerly direction, some twenty-two miles in length from the end of the Menominee river road, was for the transportation of the output of the new iron mines in that district.

During 1881, the company purchased the valuable working coal mines and properties of the Consolidation Coal company, in Iowa, as well as the road mines of the Iowa Railway Coal and Manufacturing company, near Rome. The former tract represented some seventeen hundred acres of the richest coal lands in the State, on which three distinct mines had been already opened.

With a view to diminishing the number of corporations and separate organizations included in the system owned and operated by the company, an effort was made, during 1881, to bring together and merge, under authority of law, the various properties situated in each State, so far as could be conveniently effected independently of the organization of the Chicago & North-Western company.

The Elgin & State Line, the St. Charles and State Line & Union companies, in the States of Illinois and Wisconsin, were consolidated under control of a corporation styled the Elgin & State Line railroad company. The Chicago & Milwaukee, the North Western Union, the Milwaukee & Madison, the Chicago & Tomah (which had previously been merged with the Galena & Wisconsin) and the Sheboygan & Western company, in the same States, were consolidated under the name of the Chicago, Milwaukee & North-Western railway company. The Menominee River road in Michigan, and the Menominee in Wisconsin were consolidated as the Menominee River railroad company in both States. The Winona & St. Peter, the Plainview, the Chatfield, the Rochester & Northern Minnesota, the Minnesota Valley and the Chicago and Dakota railroad companies were united in Minnesota, and formed the Winona & St. Peter railroad company.

The year was not a specially prosperous one, financially. A comparison of the earn-

ings and expenses for the fiscal years 1880 and 1881 shows an increase of 11.44 per cent. in gross earnings, but a decrease of 7.42 per cent. in net earnings.

In 1882, much was done in the way of construction. The Iowa Southwestern was completed, its length being 51.8 miles. The more important line of the Toledo & North-Western railway was pressed forward, 290 of the total 366 miles being completed by the close of the year and the entire line being finished during 1883. An extension of 71 miles of the Winona & St. Peter road was also commenced in 1882, and completed in 1883, as well as an extension of the Lake Superior & Menominee river lines. In November, 1882, a majority of the capital stock of the Chicago, St. Peter, Minnesota & Omaha railroad company was purchased, and the management of the corporation re-organized.

On December 16, 1882, the system embraced 3,032.90 miles of well equipped railroad.

In 1883, 78.22 miles were added to the Toledo & North-Western line and connection with the southeastern division of the Dakota Central secured. The extensions of the latter road during the year were 71 miles, from Watertown to Redfield; 5.47 miles from Ordway to Columbia, 30.55 miles, up the valley of the Big Sioux river. An extension was also made in Michigan, to accommodate various mine openings; 6.71 miles of new road were added to the system in Wisconsin, and in the same State 75 miles of the narrow-gauge roads, before mentioned as the Chicago & Tomah and Galena & Southern Wisconsin, were changed to the standard gauge and laid with steel rails. In Iowa, the Maple River line was extended 31.5 miles. The entire outlay for construction, equipment and extensions in 1883 was \$4,669,833.10.

During the year, all the proprietary lines in Michigan were consolidated, and became a part of the Chicago & North-Western. Two of the branches in Wisconsin were also consolidated, and on June 8, 1883, was effected

the consolidation of the Elgin & State Line and the Chicago, Milwaukee & North-Western railways with the Chicago & North-Western.

During 1884, the following leased and tributary lines, operated by the company in Iowa, were purchased: Chicago, Iowa & Nebraska railroad, from the Mississippi river bridge at Clinton to Cedar Rapids; Cedar Rapids & Missouri river railroad, from Cedar Rapids to Council Bluffs, these two constituting the main line across the State, and the Maple river railroad, a connection running into northwestern Iowa—total, 487.97 miles; the Sioux City & Pacific railroad, from Sioux City to Missouri Valley Junction, thence across the Missouri river to a connection with the Union Pacific railroad at Fremont, Neb.; the Missouri Valley & Blair Railway & Bridge company, owning the bridge and its approaches over the Missouri river at Blair; and the Fremont, Elkhorn & Missouri Valley railroad, from Fremont to Valentine, near Fort Niobrara, Neb., with the Creighton branch, 311 miles; total, 418.42 miles of tributaries, and the Blair bridge property.

During 1885, the construction of about seventy-five miles of railroad was begun under the charter of the Northern Illinois railway company, extending from the coal deposits adjacent to La Salle, Illinois, to Belvidere, on the Freeport line, where a direct connection was made with the main lines for the distribution of coal in Wisconsin and throughout the Northwest.

In pursuance of the policy to reduce the number of its minor corporations, the Iowa Midland, the Stanwood & Tipton, the Des Moines & Minneapolis, the Ottumwa, Cedar Falls & St. Paul, and the Iowa Southwestern companies were merged, during the year, with the Chicago & North Western.

The items charged to construction account during the year (exclusive of the Sioux City & Pacific, and Fremont, Elkhorn, & Missouri Valley lines) amounted to \$20,195,762.83. The control of the two lines last

named was acquired by the purchase and transfer of their capital stocks, both roads being operated independently of the Chicago & North Western company.

The total number of miles operated by the company on May 31, 1885, was 3,843.31, of which 3,302.06 were laid with steel rails. The mileage had been increased 64 miles during the year by the completion of the Ottumwa, Cedar Falls & St. Paul line from Belle Plaine to the coal fields near Muchakinock, Iowa, and 16.6 miles by the construction of the Princeton & Western railway in Wisconsin, from Wisconsin Valley Junction to Necedah; total 80 miles.

The capital stock was increased during the period named by the issuance of 147,575 shares of common stock, used in the purchase of the Iowa leased roads. This brought the total amount of the company's common stock outstanding to \$41,372,300, of which \$10,006,800 was owned by the company. The total par value of preferred stock outstanding on May 31, 1885, including 22 shares owned by the company, was \$22,325,200. The gross earnings for the year showed a falling off of \$1,518,568.60. This, however, was largely offset by a reduction in operating expenses of \$1,365,356.92. Of the decrease, the sum of \$749,367.34 was attributable to the loss of freight tonnage and low rates, which amounted to about 49.34 per cent. of the decline for the year. The decrease in passenger earnings amounted to \$654,960.03, or about 43.13 per cent. of the whole decrease in gross receipts, which circumstance diminution of a marked degree the effect of dull times upon the movement of travel. The reduction in gross earnings proceeding from these two diminished sources of revenue amounted to \$1,404,327.37, or 92.47 per cent. of the year's shrinkage.

The land commissioner reported the cash receipts of the land department, derived from sales of lands and lots, deferred payment, interest, trespass and stumpage, as being \$653,190.13 for the year. The total

number of acres sold was \$588,683.68. The amount due to the land department on outstanding contracts for land sold at the close of the fiscal year was \$987,286.94, and for lots \$136,893.70, making the total assets on outstanding contracts on May 31, 1885, \$1,124,180.64. The quantity of land covered by the various grants unconveyed on the 31st of May, was 1,757,019.81 acres, of which 1,373,272.34 were unsold, and 383,747.46 acres were held under contracts of sale.

The number of miles operated by the North Western company on May 31, 1886, was 3,948.71, the mileage showing an increase of 77 miles, due to the completion of the Northern Illinois railway from the coal fields at Spring Valley to Belvidere, and an increase of 28.40 miles by the completion of the Yankton branch of the Dakota Central railroad, from Centreville to Yankton, Dakota. These additions made the total amount of new road added during the year 105.40 miles. Of this entire length of road, there were 587.50 in Illinois, 920.91 in Wisconsin, 308.49 in Michigan, 1,112.08 in Iowa, 414.47 in Minnesota and 605.26 in Dakota.

The years 1885-6 witnessed no change in the amount of capital stock, although some important changes occurred in the amount and nature of the funded debt. On August 1, 1885, four old issues of seven per cent bonds fell due and, with the exception of \$6,000 not presented, were paid. Consolidated sinking bonds to a like amount were issued, and of these were sold \$3,740,000, at a premium sufficient to enable the company to keep the balance of \$662,000 in its treasury. A reduction of \$949,000 was made in the funded debt by the cancellation of bonds on hand and purchased for sinking funds.

The equipment of the road was increased during the year by an addition to the rolling stock of twenty-six locomotives and 490 cars, making the entire rolling stock owned by the company 608 locomotives and 21,544 cars of various descriptions. The total expenditures for construction, equipment and

new railroads amounted to \$1,136,743.60.

Compared with the previous year there was an increase of \$85.83 per mile in the gross earnings, a decrease of \$50.11 per mile in the expenses and taxes, and an increase in net earnings of \$135.94 per mile. The operating expenses were 54.19 per cent of the gross earnings, and the operating expenses and taxes 57.08 per cent, being considerably lower than the per centage of the year before.

At the annual meeting of the company, held in Chicago on June 3, 1885, a proposition was submitted to, and approved by, the stockholders looking to the issue of bonds under a mortgage to be made to the Union Trust company of New York, dated April 15, 1886, to an amount not exceeding \$20,000,000. The issue was to be known as the "Chicago & North Western railway company extension bonds of 1886," and the bonds were to mature on August 15, 1926, bearing such rate of interest, payable semi-annually, as should be stated in the bond, not, however, exceeding five per cent. per annum. The issue was to be secured by the deposit with the trustee of the first mortgage bonds of other companies, whose roads might be thereafter constructed and acquired.

During the year 1885-6 the construction of several pieces of road, to fill up intermediate gaps in existing lines, and some extensions were begun. Among these were a link of 15 miles, from Lake City to Wall Lake, Onawa, Iowa, and one of 20½ miles from Mapleton to Iowa. There was also begun an extension of the Dakota Central railroad, from its then terminus at Columbia, northerly to a connection with a branch of the Northern Pacific railway, at Oakes, Dakota, about 38 miles.

During the year ending May 31, 1887, the length of the lines owned and operated by the company was increased 152.64 miles, made up of three extensions of the Dakota Central railway, amounting to 95.45 miles; an extension of the Toledo & North Western, 15.38 miles; an extension of the Maple Valley branch, 20.70 miles; the construction of the

Janesville & Evansville cut-off, 16.10 miles; an extension from Winona Junction to La Crosse, 3.96 miles; an extension to the Mitchell iron mines, in Michigan, 1.05 miles.

On January 1, 1887, the balance of the issue of the \$2,750,000 of the first mortgage seven per cent. bonds of the Winona & St. Peter company (eastern division), amounting to \$1,276,000, matured and were paid off. Of the Chicago & North Western "extension bonds of 1886," to which reference has been above made, there were sold \$8,147,000. Of this amount \$5,772,000 were used in the construction of the various extensions embraced in the system of roads operated by the company. On May 31, 1887, the total funded debt was \$97,384,500.

A comparison of the financial results of the year ending May 31, 1888, with those of the year preceding shows an increase in the passenger earnings of \$459,470.30. In express earnings, \$12,221.76; in mail earnings, \$69,270.18; in miscellaneous receipts, \$45,967.61. Over and against this was presented a decrease in freight earnings of \$210,286.37, making the gross gain from all these sources for the year, \$376,243.48. The cause of the decrease in freight earnings was the lower average rate per ton per mile received for transportation, the tonnage being greater than in former years, and the price paid for it less. This important branch of traffic constituted 71 per cent. of the entire gross earnings, and the decrease in revenue resulting from the fractional decrease per ton per mile on the gross tonnage carried, amounted to \$2,242,624.86, as compared with the low rates of the preceding year.

The added mileage during the year was 109.25 miles. Three short lines in Iowa, running to the coal mines on the Boone branch and to other coal banks in the same State, heretofore entitled the Iowa Railway Coal and Manufacturing company, were taken into the mileage of the Chicago & North Western during the year.

The total mileage on May 31, 1888, was 4,210.75, situated in five States and one ter-

ritory, as follows: 586.28 miles, or 13.93 per cent., in Illinois; 940.55 miles, or 22.34 per cent., in Wisconsin; 347.92 miles, or 82.26 per cent., in Michigan; 414.47 miles, or 9.85 per cent., in Minnesota; 1,163.12 miles, or 27.62 per cent., in Iowa, and 758.41 miles, or 18 per cent., in Dakota. The average number of miles operated by the company throughout the year was 4,177.96.

The net increase of the funded debt of the company during the year on account of the issuance of bonds for the construction and equipment of new lines was \$6,049,000. The aggregate net expenditures during the year chargeable to construction and equipment were \$4,211,006.28.

The year following—that ending May 31, 1889—showed a decrease in gross earnings and an increase in interest on bonds amounting, together, to \$1,330,999.98. On the other hand, the decrease in expenses and taxes amounted to \$643,511.89, showing a net decrease during the year of \$687,088.09. Most of the comparative loss in gross earnings was due to the falling off of \$925,151.59, or 4.84 per cent., in the receipts from freight, although there was also a decrease in the passenger earnings of \$18,343.87, or .29 per cent. By far the largest proportion of the loss occurred upon the Iowa and Galena divisions, which carried, in addition to the local traffic, the trans-continental and western business of the Union Pacific and Central Pacific roads, which paid an extremely low rate per ton per mile.

New bonds, to the amount of \$1,713,000, were issued during the year, and \$25,000 in old bonds canceled, showing a net increase in the bonded debt incurred for new railroads, of \$1,688,000.

The mileage added during the year was 33.21 miles, being less than one per cent. of the length of the entire road, and less than the amount added in any previous year during the preceding decade. A small local line, or link, of about eight miles in length, called the Junction railway, from a point near North Evanston to Montrose, to connect

the Milwaukee & Wisconsin division, and thereby avoid considerable terminal haulage of trains into and out of the heart of the city of Chicago, was undertaken.

At the annual meeting of the stockholders, three more of the smaller proprietary lines owned by the company were directed to be absorbed, and during the year the necessary transfers of their franchises and property were effected: The roads thus taken into the Chicago & North Western system, proper, were the Iron Range railway company, in the mineral regions of Michigan, and the Lake Geneva and State Line road, in the State of Wisconsin, in all about 75 miles.

The fiscal year ending May 31, 1890, was marked by an increase of 8.03 per cent. in the freight earnings as compared with those of the twelve months preceding, being \$1,460,567.39. In fact it exceeded by \$324,729.46 those of any previous year, the highest theretofore reached being the freight earnings of the fiscal year ending May 31, 1887. At the same time the average rate received was smaller than ever before, being ten mills in 1890, as against eleven mills in 1887.

Apart from this, the history of the road during 1889-90 exhibits no striking features. The funded debt was reduced by \$136,000, being the amount of Chicago & North Western five per cent. sinking fund bonds canceled. The sum of \$20,000 in the Peninsula railroad company seven per cent. bonds was also retired. A large and well arranged passenger station was erected at Milwaukee, and freight and station buildings, warehouses, coal yards, water tanks, stock yards, engine houses and repair shops were constructed and other improvements made upon the various lines, permanently increasing the value of the company's property by the large expenditures incurred for these purposes. The mileage of the road was not extended.

In the land department, the sales of land were 67,450.90 acres and 1,126 lots, for the legal consideration of \$464,999.95 in cash and time payments. The amount of land sold from the Minnesota grant was 59,947.16 acres,

at the average price of \$5.26 per acre; from the Michigan grant, 11,541.66 acres, at the average of \$2.13 per acre; and from the Wisconsin grant, 962.08 acres, at the average price of \$2.64 per acre. The net cash receipts were \$383,707.50, and the assets for lots and lands sold on time sales amounted, at the close of the year, to \$1,032,893.92. The total quantity of lands in all the grants on the 31st of May, 1890, was 1,154,847.01½ acres, from which had been sold, under contracts yet to mature, 240,233.64½ acres, leaving the net amount of 914,613.37 acres in the various grants unsold on the 31st of May, 1890.

During the year ending May 31, 1891, 22.69 miles of new road were added by the completion of the Junction railway, in Cook County, Ill., and the Paint River railway, in Michigan. The first mentioned road consisted of 7.69 miles of double steel track, and was opened for traffic on April 13, 1891. The construction of this short line completed the system of outside connections between the three main lines of the company entering the city of Chicago, and rendered possible the transfer of business between them without bringing an accession of freight into the crowded city yards. It also completed the belt system owned by the company between North Evanston, on the Milwaukee division, and the Illinois Central railroad tracks at Sixteenth street, on the lake, through the use of the St. Charles Air Line tracks, a quarter interest of which was owned by the Chicago & North Western. The Paint River railway, 15 miles in length, was an extension of the Crystal Falls branch of the North Western in the iron districts of Michigan. Both roads were consolidated with the Chicago & North Western railway, in June, 1890. During the same month, the Toledo & North Western railway, one of the largest of the company's proprietary lines, 385.19 miles, was also merged and consolidated under the laws of Iowa. These additions and consolidations made the total mileage of the Chicago & North Western on May 31, 1891, 4,273.07, of which 1,211.16 miles were proprietary lines.

No change was made during the year in the amount of capital stock, which remained at \$63,720,320.53. The total funded debt on the same date was \$112,570,500, or \$7,585,000 more than on May 31, 1890. The increase was caused by the issue of bonds, the proceeds being required for the enlargement and improvement of the company's property in various ways.

The increase in gross earnings during the year amounted to \$628,837.34, but owing to an increase of \$785,526.97 in the operating expenses, together with an increase in taxation and in fixed charges, the net earnings showed a decrease of \$390,402.31, or 9.59 per cent. The financial result of the year's operations, after the payment of all charges, sinking fund, and the usual dividends, showed a balance of \$234,758.69. The net receipts of the land department amounted to \$433,126.97.

The appended statistical tables show the financial operations of the company from 1871 to 1891, together with condensed statements of both passenger and freight business during the same period.

The reader will not fail to notice two or three facts which these statistics either establish or illustrate. One is the generally steady downward tendency of freight rates, which has been in an almost directly inverse ratio to the tonnage carried. The appreciation in the latter, however, has served to induce a constant growth in the revenue derived from this source. Another striking fact is the discrepancy between the receipts from freight and passenger traffic, the latter being to the former in the ratio of about one to three. But the tables also shed a bright light upon the wisdom of the company in adopting a policy sufficiently broad to build up, at a rate of increase truly marvelous, the vast territory traversed by its lines. In less than two decades, the total number of passengers carried has more than sextupled, while the number of passengers transported one mile had but little more than trebled, showing that the interchange of business with remote sections had been fostered.

YEAR.	MILES.	GROSS EARNINGS.	OPERATING EXPENSES AND TAXES.	PERCENTAGE OF EARNINGS.
1872	1,382.90	\$ 11,402,161.44	\$ 6,810,025.90	59.70
1873	1,819.57	12,736,603.75	8,178,236.71	64.21
1874	1,989.88	15,631,838.61	9,275,849.66	59.34
1875	1,990.78	13,786,303.08	8,781,267.13	63.69
1876	1,992.08	14,013,731.97	8,274,289.90	59.04
1877	1,993.28	13,633,101.96	7,526,110.92	57.75
1878	2,006.98	14,751,062.49	7,620,945.79	51.66
1879	2,129.37	14,880,921.39	7,701,649.13	52.86
1880	2,215.83	17,349,349.04	8,431,599.82	48.69
1881	2,644.16	19,334,172.05	10,445,821.65	53.92
1882	3,032.90	23,684,656.19	12,639,634.11	53.37
1883	3,464.70	24,081,834.32	14,072,516.36	58.44
1884	3,719.58	25,020,624.16	15,149,947.12	60.51
1885	3,819.37	23,502,635.56	13,799,907.05	58.69
1886	3,891.45	24,279,569.74	13,859,225.96	57.08
1887	4,037.23	26,321,315.15	15,040,341.77	57.26
1888	4,177.96	26,697,558.63	16,670,799.22	62.44
1889	4,243.96	25,692,258.81	16,027,257.33	62.38
1890	4,250.38	27,161,837.07	17,405,104.87	64.07
1891	4,273.07	27,793,674.41	18,291,005.71	65.81

YEAR.	NET EARNINGS.	OTHER CHARGES.	NET INCOME.	AMOUNT OF DIVID'ND	PERCENTAGE OF DIVIDEND PAID.	
					ON COMMON STOCK.	ON PREFERRED STOCK.
1872	\$ 4,592,135.54	\$ 1,973,811.76	\$ 2,618,323.78	\$ 1,466,188.64	.....	.....
1873	4,558,370.04	2,374,456.51	2,183,913.53	2,019,600.00	31 1/2	.....
1874	6,356,086.95	3,163,920.69	1,911,752.98	.....	.....	.....
1875	5,005,035.95	4,466,769.57	518,266.38	.....	.....	.....
1876	45,73,442.07	4,713,327.20	1,026,114.87	.....	.....	.....
1877	5,507,001.04	4,578,658.61	928,342.43	536,810.00	.....	.....
1878	7,130,116.70	4,665,629.54	2,464,487.16	1,951,134.00	3	.....
1879	6,873,272.26	4,584,644.36	2,287,627.90	2,101,868.90	4	.....
1880	8,917,449.22	4,837,831.32	4,080,167.90	2,445,521.00	6	.....
1881	8,908,251.10	5,130,749.20	3,777,501.80	2,420,272.75	6	.....
1882	11,045,022.08	5,666,946.94	5,378,075.14	2,586,637.75	6 1/2	.....
1883	10,009,317.96	5,957,701.32	4,051,616.64	2,800,346.52	6 1/2	.....
1884	9,879,667.04	6,178,939.24	3,700,727.80	2,936,469.50	7	.....
1885	9,708,148.51	5,151,101.01	4,557,047.50	3,981,348.50	7	.....
1886	10,420,373.78	5,594,362.92	4,826,010.86	3,444,504.00	6	.....
1887	10,250,973.38	5,194,197.61	6,056,775.77	3,444,504.00	6	.....
1888	10,026,759.41	5,273,155.96	4,753,603.45	3,444,504.00	6	.....
1889	9,664,971.48	5,598,456.12	4,066,515.36	3,444,504.00	6	.....
1890	9,759,732.20	5,688,767.20	4,070,965.00	3,444,979.00	6	.....
1891	9,502,668.70	5,822,106.01	3,680,562.69	3,445,804.00	6	.....

YEAR.	TOTAL TONNAGE OF FREIGHT.	FREIGHT TONNAGE CARRIED PER MILE.	REVENUE PER MILE.	AVERAGE PER TON PER MILE. (Cents.)	TOTAL REVENUE FROM FREIGHT.
1872	2,510,016	287,764,006	\$ 3.00	2.16	\$ 7,521,275.09
1873	2,558,390	366,475,480	2.91	2.35	9,550,547.04
1874	3,591,090	461,112,030	2.86	2.22	11,246,805.74
1875	3,153,315	454,546,464	3.03	2.10	9,623,165.37
1876	3,471,927	503,132,389	2.83	1.95	9,832,949.37
1877	3,413,398	485,357,900	2.64	1.86	9,005,278.67
1878	3,911,261	623,768,593	2.75	1.72	10,754,168.18
1879	4,265,437	681,878,311	2.49	1.56	10,637,367.59
1880	5,574,635	865,909,542	2.31	1.49	12,897,777.52
1881	6,662,112	980,522,774	2.16	1.47	14,114,151.99
1882	8,190,893	1,192,188,039	2.13	1.47	17,525,134.19
1883	7,874,665	1,183,829,358	2.10	1.42	16,894,351.75
1884	8,453,994	1,350,173,778	2.09	1.31	17,677,166.40
1885	8,235,127	1,416,789,205	2.18	1.19	16,917,393.71
1886	8,494,239	1,466,892,717	2.06	1.19	17,503,244.43
1887	9,737,312	1,754,598,596	1.99	1.10	19,329,483.81
1888	10,912,315	1,939,044,102	1.76	.99	19,118,797.44
1889	11,154,715	1,801,701,606	1.63	1.01	18,193,645.85
1890	13,38,110	2,000,182,663	1.50	.98	19,654,213.24
1891	13,616,872	1,950,037,071	1.03	1.02	19,829,341.31

YEAR.	TOTAL NUMBER OF PASSENGERS.	PASSENGERS CARRIED PER MILE.	REVENUE PER PASSENGER PER MILE. (CENTS.)	TOTAL REVENUE FROM PASSENGERS.
1872.....	2,224,705	99,299,476	3.28	\$3,260,654 06
1873.....	2,479,202	111,071,927	3.16	3,509,702 28
1874.....	2,823,889	109,144,533	3.14	3,426,824 35
1875.....	3,107,620	116,775,354	3.02	3,205,059 68
1876.....	3,527,143	122,218,308	2.85	3,483,647 42
1877.....	3,347,853	116,902,435	2.89	3,378,295 18
1878.....	3,416,413	118,877,406	2.83	3,366,678 61
1879.....	3,324,427	116,068,482	2.79	3,240,695 91
1880.....	3,964,708	140,116,884	2.67	3,737,342 95
1881.....	4,482,317	164,343,508	2.53	4,158,129 81
1882.....	6,747,717	205,574,178	2.52	5,171,423 19
1883.....	7,968,560	248,856,303	2.46	6,119,615 75
1884.....	8,523,483	256,386,389	2.40	6,153,070 70
1885.....	8,403,884	231,090,788	2.38	5,498,110 67
1886.....	9,140,195	239,150,020	2.36	5,646,149 59
1887.....	9,709,934	254,709,205	2.29	5,820,150 73
1888.....	10,787,420	272,745,019	2.30	6,279,621 03
1889.....	11,465,963	279,210,717	2.24	6,261,277 16
1890.....	12,112,789	289,699,389	2.17	6,285,178 81
1891.....	13,184,829	309,212,070	2.17	6,700,351 38

The principal officers of the C. & N. W. remain (1892) as they have been for many years, which is the best of evidence as to their trustworthiness and good management. Those residing in Chicago are as follows: Marvin Hughitt, president; second vice-president, M. M. Kirkman; W. C. Goudy, general solicitor; C. S. Darrow, attorney; J. B. Redfield, auditor; J. M. Whitman, general manager; J. E. Blunt, chief engineer; S. Sanborn, general superintendent; H. R. McCullough, general freight agent; Wm. A. Thrall, general passenger and ticket agent; Chicago directors, Albert Keep, chairman; Marvin Hughitt, N. K. Fairbank.

The Michigan Central road succeeded to the franchise of the Detroit & St. Joseph railroad, which was incorporated in 1831 and capitalized at \$1,500,000. That corporation expended nearly \$117,000 in construction within six years, but was forced to succumb by the panic of 1837, and the line was sold to the State. By February 5th, of the following year, the road was opened to Ypsilanti (then "Godfrey's"), at a cost to the commonwealth of \$400,000 for construction and rolling stock.

The receipts up to June 1st were \$23,963.56, and ten thousand passengers were transported during the following summer. Ann Arbor was reached in October, 1839, and the line was being rapidly extended toward

Jackson, the rails being laid on sawn timbers, and fastened by wooden wedges into a groove shaped like a trapezoid, and spiked. These rails were not all of iron; when these were not obtainable and necessity prompted, oak was substituted for the metal.

The passenger coaches used somewhat resembled the middle compartment of a French "diligence," being practically an omnibus "turned side-way." The conductor collected tickets and fares after the manner of his English *confreres*, walking on a plank running along the outside, from end to end of the train.

By the end of September, Jackson was reached, and by January 1, 1839, the line was carrying passengers to Marshall, one hundred and nine miles being then actually operated.

Receipts (exclusive of those from carriage of mails) in 1840 amounted to \$206,867.48.

Under act of April 30, 1839, a commission to consider the expediency of discontinuing certain public works was appointed. Retrenchment seemed to be the only policy to adopt, and one after another were abandoned until only the Central and Southern railroads remained. Their demand for aid from a depleted treasury was perennial. The Board of Internal Improvements, in their last report to the legislature, December 7, 1846, stated that between December 1, 1845, and September 4, 1846, the Central railroad had earned, in gross, only \$239,663.75.

During the eight months preceding the sale of this road to the subsequently incorporated Michigan Central railroad company, the State was compelled to expend upon it an additional sum of \$143,314.59.

When the legislature of Michigan began to agitate the question of the sale of public works, there were many who were anxious to lease the Central and Southern railroads. But it was finally decided that the policy of internal improvement by the State had proved a costly failure, and that both roads should be sold. A corporation styled the Michigan Central railroad company bought the line as abandoned by the State for \$2,000,000, and not long after that the Southern road was sold for \$500,000. It is not surprising that at about the time of this transaction, eastern capitalists began to look to what they termed the insolvent West as a desirable locality for investment. Stephen F. Gale, during a visit to Boston, was asked by President Wilkins, of a Boston bank, regarding western investments. Mr. Gale advised investment in Michigan bonds at seventy cents per dollar, by the purchase of which control of the Michigan roads might be secured. The New England financier acted upon the advice, and to the success of his investment may be attributed the boast of Boston capitalists that "when the western States and their people fail to complete a railroad, Boston steps in with her capital and assumes control." The road was completed to Chicago, and opened May 21, 1852. A temporary depot was erected on the lake shore, south of Twelfth street, and used until the city granted permission to the Illinois Central company to extend its track to the river in April, 1856, when the latter company erected its depot, at the foot of Lake street, and the Michigan Central secured entrance for its trains at that point. It is worthy of note, in this connection, that the track, as originally laid, rested on piles.

In 1854, the company leased, in perpetuity, the Joliet & Northern Indiana line running eastward from Joliet to Lake, on the Indi-

ana State line, a distance of twenty-nine miles. The annual rental paid was \$89,000. In 1871, the company operated 714 miles, distributed among its various divisions as follows: Chicago & Detroit, 284 miles; Jackson & Niles, or the Air Line, 103 miles; Grand River Valley (Jackson to Grand Rapids), 97 miles; Jackson, Lansing & Saginaw, 144 miles; Kalamazoo & South Haven, 32 miles; Niles & South Bend, 10 miles; Joliet & Northern Indiana, 44 miles. The company had also obtained the right to use the Chicago & Michigan Lake Shore road running from Chicago to Pentwater, a distance of 150 miles. The construction of second tracks between Lake station and Niles, and Ypsilanti and Detroit, was begun in 1871, and the introduction of steel rails marked the history of the road during the same year.

The principal officers of the company in that year were: James F. Joy, president; N. Thayer, vice-president; Isaac Livermore, treasurer; H. E. Sargent, superintendent; Joshua Crane, assistant treasurer and secretary; and William Booth, auditor.

The net earnings of the company for the fiscal year ending May 31, 1872, showed an increase of \$418,525.29 over those of the preceding year, although many difficulties were encountered in transacting the business of the road. The winter of 1871-72 proved extraordinarily severe and for about a month ferriage at the Detroit river was impossible—owing to the accumulation of ice. Between one thousand and twelve hundred cars of freight had to be side-tracked at a heavy loss, while the continued frost so far damaged the tracks as to result in unusual wear of the rolling stock.

Nevertheless competition was so brisk the management decided upon a policy of extensive improvement, which was outlined in the report for 1872 as follows:

"The result is the large necessary expenditure on capital account, already made and making, to enlarge the capacity of all the great avenues between the West and the sea.

board. In the case of this company, the tracks must be doubled and made the most perfect possible, power and rolling-stock multiplied, and everything fitted to move the largest possible volume of business at the least possible cost."

The most natural eastern connection of the Michigan Central was, at that time, the Great Western of Canada. Improvements were being made in that line, and the track of the Grand Trunk between Detroit and Buffalo was being reduced from broad to narrow gauge. It was believed that the completion of the bridge across the Niagara river would afford ample outlet to the East, connections being thus afforded with both the Erie and the New York Central.

The fire of October, 1871, destroyed all the company's buildings in Chicago, and consumed all the freight in store. The facilities for handling freight were necessarily crippled, while the unexpected and unprecedented demand for building material, (together with shipments of ordinary merchandise) filled the side tracks with loaded cars. During the succeeding winter, the average number of cars seeking entrance into Chicago was from five to eight hundred. There was, however, a reverse side to the picture. The company found itself able to secure needed ground for station purposes in Chicago, thus removing a difficulty with which it had labored for several years.

In 1872, the company acquired control and assumed the management of the Jackson, Lansing & Saginaw railroad, in the construction of which it had materially aided. The Detroit & Bay City railroad became a part of the system in 1873.

During the first six months of 1874 freight rates, both east and west, were badly demoralized by a "railroad war." Of the results of this policy of cutting, the directors, in their report of 1874, say: "that the whole business during that time has been (was) done at not much, if any, above cost, and is now going at much less than the cost of doing it."

The large outlay made for construction and betterments up to this time had not resulted in a proportionate increase of income, yet the law of self-preservation seemed to dictate a continuance of the policy, and during the fiscal year ending June 1, 1874, large additional sums were charged to this account. The ferry across the Niagara river, with its tedious and inevitable delays, gave place to the "international bridge," used in common by the Michigan Central, Grand Trunk and Canada Southern lines.

An increase of business, a lowering of rates, and generally unsatisfactory financial results constituted the salient features of 1875 and '76, as of the two years preceding. In 1877, James F. Joy resigned the presidency as well as his membership in the directory. Samuel Sloan of New York, succeeded him in the chief executive office. The net earnings that year showed a decrease of \$256,377.13 from those of 1876, a fact which the directors attributed mainly, to the general cut in rates on west-bound freight.

In the latter part of June, 1878, the line became a part of the "Vanderbilt system." William H. Vanderbilt was elected president, and among the new Board of directors chosen were Cornelius and William K. Vanderbilt, Augustus Schell, Samuel F. Bayer, Edwin D. Worcester (all of New York) and Anson Stager of Chicago.

A four per cent. dividend was declared and paid in 1878, the first return to stockholders since 1873. A new freight yard was opened at Chicago, for the better handling of the company's constantly increasing business, for which purpose sixty acres of land was purchased at Kensington, the junction of the Michigan Central and Illinois Central roads.

The business of 1880 was the most satisfactory since the organization of the company. Traffic increased, rates were higher and steady, and, notwithstanding the fact that considerable improvements were

made, a dividend of eight per cent. was paid to shareholders. One of the features in the history of the company for the year, which deserves special mention, is the unprecedented sale of lands, at steadily advancing prices. Sales of 47,124.41 acres were made, the average price per acre being \$14.46, as against \$8.74 in 1877; \$9.86 in 1878; and \$11.40 in 1879. The assets of the land department, on January 1, 1881, were thus summed up by the land commissioner :

408,881 acres of land, estimated at.....	\$3,066,667.50
Amount due on land contracts.....	561,388.48
Cash on hand, December 31, 1880.....	84,843.73
Total	\$ 3,712,899.71

The Detroit & Bay City railroad was leased in April, 1881, and in December, 1882, the Michigan Central assumed the operation and management of the Canada Southern and its leased lines for a period of twenty-one years. At the time of the execution of the last mentioned agreement the Canada Southern had partially built a line from Essex Center to a point on the Detroit river, opposite Detroit. This was completed soon afterward and a ferry established. In 1883 a branch was built from Welland to the Niagara river, just below the falls, crossing the river on a "cantilever" bridge. The equipment was also materially improved, with a view to caring for the increased through traffic.

On January 1, 1884, the miles of road operated (including the Canada Southern and leased lines) were as follows :

MAIN LINE.		
Chicago to Detroit.....	284.07	
Windsor to Suspension Bridge.....	226.18	510.25
BRANCHES.		
Michigan Central System.....	750.26	
Canada Southern System.....	207.64	957.90
Total miles operated.....		1,468.15

On July 1, 1885, \$1,277,000 of first mortgage bonds of the Jackson, Lansing & Saginaw railroad company, guaranteed by the Michigan Central, matured and were paid from the proceeds of the land sales of the former company. A reduction in the annual

interest payment of the Central was thus caused amounting to \$102,160.

On July 1, 1886, there matured \$1,000,000 in bonds of the Grand River Valley railroad company, also guaranteed by the Michigan Central. They were replaced by bonds of this company, bearing interest at six per cent. instead of eight, issued as of March 1, 1886. A similar issue, to the amount of \$500,000, was made, bearing date September, 1879, the two issues constituting one debt of \$1,500,000, secured by a general first mortgage on the property of the Grand river Valley company. These issues produced a net premium, after adjusting accrued interest, amounting to \$191,250, which sum was set apart by the directors to defray the construction of a double track between Porter and Kensington. In 1887, \$234,000 in bonds of the Jackson, Lansing & Saginaw Company were purchased and canceled by the land grant trustees, making another reduction in the annual interest of \$18,460. Another reduction of \$230,000 in the funded debt of the line above mentioned was made in 1888. In 1889, \$60,000 additional of its bonds were purchased and retired. On November 1st, of the same year, a new issue of \$700,000 in fifty-year bonds, at five per cent., was authorized, to meet \$640,000 in eight per cent. bonds of the Kalamazoo & South Haven railroad company, guaranteed by the Central and maturing on November 1, 1889. Of this issue \$630,000 were disposed of to meet the first mentioned obligations, and \$70,000 held for payment of the balance. This made a reduction of \$10,000 in the principal of the debt, with a present reduction of \$19,700 per annum in interest, and \$21,800 after November 1, 1890. In 1890, an issue of \$2,900,000 in fifty-year bonds, bearing interest at four per cent., was made, secured by a general mortgage on the property of the Michigan Air Line railroad company for the purpose of retiring \$200,000 of eight per cent. bonds of the latter line. The saving effected in annual interest by this process was \$64,000. The sum of \$56,000 of eight per

cent. bonds of the Lansing & Saginaw road were purchased and canceled, as well as \$73,000 in six per cent. bonds of the same company.

During the year 1890, the company acquired the control, by lease, of the Battle Creek & Sturgis railway, forty-one miles in length, upon the guarantee of \$500,000 in 100-year three per cent. gold bonds. Of this amount, however, \$79,000 were sub-guaranteed by the Lake Shore & Michigan Southern company for the control and operation of a portion of the line, leaving the resulting obligation of the Michigan Central \$421,000. The company also leased the Bay City &

Battle Creek railway, about eighteen miles in length, on a guarantee of \$250,000 in 100-year 3 per cent. gold bonds. The entire capital stock of both these companies was surrendered to the Michigan Central, being \$500,000 in the former case and \$300,000 in the latter. These acquisitions increased the total mileage of the Michigan Central to 1,153.05 miles, which, added to 456.17 miles of the Canada Southern system, made 1,609.22 miles operated by the company.

The financial operations of the company, with its freight and passenger traffic, between 1872 and 1890 are shown in the sub-joined tables:

YEAR ENDING JUNE.	GROSSEARNINGS.	OPERATING EXPENSES.		NET EARNINGS.	NET INCOME.	DIVIDENDS.	SURPLUS.
		AMOUNT.	PER CENT.				
1872.....	\$6,441,412 56	\$4,447,803 46	70 64	\$1,993,609 10	\$1,728,654 24	\$1,501,085 00	\$227,599 24
1873.....	7,302,118 06	4,986,035 46	68 29	2,315,182 60	1,889,542 95	1,609,101 00	280,541 95
1874.....	7,634,081 70	5,513,642 39	72 35	2,110,439 31	1,479,335 61	None	.....
1875.....	7,102,286 41	5,068,097 76	71 35	2,034,188 65	1,142,592 12	None	.....
1876.....	6,850,964 06	4,802,902 23	70 10	2,048,061 83	1,156,412 24	None	.....
1877.....	6,498,126 76	4,706,442 06	72 43	1,791,684 70	344,044 70	None	.....
1878.....	6,872,094 03	4,307,238 81	63 55	2,624,520 12	1,008,570 12	749,528 16	359,041 96
1879.....	7,415,428 86	4,609,592 43	63 97	1,715,836 43	1,094,134 43	1,030,601 22	63,333 21
1880.....	9,085,748 71	5,738,751 09	64 11	3,346,997 62	1,665,404 62	1,499,056 32	182,537 20
1881.....	8,934,331 62	6,732,095 90	76 50	2,202,235 72	509,309 34	468,455 10	49,854 24
1882.....	9,041,032 33	6,671,726 56	75 17	2,369,305 77	5,567,934 80	374,764 08	193,170 72
1883.....	14,009,766 60	9,741,638 45	69 53	4,268,128 24	1,290,842 74	1,124,292 24	165,550 50
1884.....	11,659,077 10	8,959,181 41	76 84	2,699,944 70	120,752 63	None	.....
1885.....	10,707,394 75	8,014,603 48	74 85	2,692,791 27	89,575 39	None	.....
1886.....	12,295,827 73	8,404,679 12	68 25	3,891,148 61	952,019 89	374,764 08	577,255 81
1887.....	14,164,490 20	9,875,249 50	69 72	4,289,243 70	1,232,649 22	749,528 16	482,121 06
1888.....	13,770,522 68	10,086,605 57	73 24	3,683,917 11	965,002 67	748,528 16	113,474 51
1889.....	13,786,925 16	9,895,158 32	71 77	3,891,766 84	1,010,730 69	936,910 20	74,820 49
1890.....	14,490,711 79	9,731,754 07	74 06	3,758,957 92	1,006,485 90	936,910 20	59,575 79

YEAR END'G JUNE 1ST.	TOTAL TON- NAGE CAR- RIED.	TONS CARRIED ONE MILE.	RATES PER TON PER MILE.	REVENUE.	YEAR END'G JUNE 1ST.	TOTAL NMBR PASSENGERS CARRIED.	PASSENGERS CARRIED PER MILE.	RATES PER MLE PER PAS'GER	REVENUE.
1872....	1,708,964	.....	1.56	\$4,096,198 76	1872....	774,349	.....	.....	\$1,687,256 49
1873....	1,990,671	.....	1.57	4,652,873 82	1873....	852,352	.....	.....	1,785,716 33
1874....	2,186,786	.....	1.52	4,968,961 93	1874....	877,445	.....	.....	1,803,247 06
1875....	2,375,496	.....	1.16	4,437,838 69	1875....	831,489	72,826,047	2.40	1,793,727 66
1876....	2,686,248	.....	1.12	4,417,275 57	1876....	893,279	70,596,893	2.35	1,663,642 65
1877....	3,056,586	473,837,807	.88	4,158,887 32	1877....	1,450,146	93,830,515	2.16	2,026,235 44
1878....	3,564,731	548,053,707	.85	4,646,247 91	1878....	1,435,337	79,684,072	2.41	1,918,098 96
1879....	3,513,819	721,109,413	.69	4,996,987 84	1879....	1,445,655	93,232,430	2.13	2,062,294 51
1880....	3,797,137	735,611,965	.84	6,195,970 72	1880....	1,699,810	115,523,789	2.21	2,461,774 31
1881....	4,196,869	790,022,300	.72	5,675,731 00	1881....	2,079,289	135,706,148	2.07	2,812,705 53
1882....	3,913,896	703,241,320	.77	5,426,455 62	1882....	2,368,842	142,237,961	2.21	3,146,309 13
1883....	5,197,278	1,411,282,864	.63	9,472,365 62	1883....	2,909,323	180,749,225	2.22	4,07,548 30
1884....	5,141,597	1,179,193,827	.65	7,620,887 14	1884....	2,581,072	164,968,660	2.10	3,464,559 75
1885....	5,236,376	2,252,477,534	.56	6,906,307 05	1885....	2,340,243	165,573,989	2.03	3,162,342 30
1886....	5,345,570	1,157,413,027	.58	7,968 572 19	1886....	2,582,741	171,317,751	2.14	3,670,825 90
1887....	6,014,233	1,340,673,176	.60	9,304,987 19	1887....	2,762,461	182,492,458	2.29	4,184,236 74
1888....	6,231,421	1,279,412,376	.69	8,883,445 84	1888....	3,007,801	185,214,934	2.26	4,188,982 71
1889....	6,299,948	1,303,120,219	.72	8,736,962 70	1889....	3,158,373	187,646,148	2.30	4,327,091 37
1890....	6,977,571	1,339,918,611	.69	9,311,289 87	1890....	3,463,821	195,904,013	2.27	4,459,074 13

The principal offices and officers are in New York. At Chicago, J. H. Snider is division superintendent; A. Mackay, general freight agent; O. W. Ruggles, general passenger and ticket agent.

This road was formed by the consolidation, of a number of smaller lines as follows: On

June 28, 1867, the Michigan Southern & Northern Indiana, the Erie & Northeast, and the Buffalo and State Line were consolidated under the name of the Buffalo & Erie. The Lake Shore road was originally known as the Cleveland, Painesville & Ashtabula railroad company, and was chartered in 1848, and opened in 1852. On October 8, 1867, the line was leased to the Cleveland & Toledo railroad company and its name changed to the Lake Shore. The Buffalo & Erie was consolidated with the Lake Shore company in the spring of 1869, under the name of the Lake Shore & Michigan Southern railroad company. In 1871, the authorized capital stock of the new corporation was \$50,000,000, of which \$35,000,000 was allotted to the consolidated companies. The remaining \$15,000,000, which had been left on deposit with the Board of directors was purchased by the holders of common stock at 33½ per cent. on October 7, 1871.

The Michigan Southern and Northern Indiana, like the Michigan Central, was originally designed as a public improvement by the State of Michigan, but subsequently passed under corporate control. It was the first of the present trunk lines to the seaboard to enter Chicago. The presidents of the Michigan Southern and Northern Indiana down to the time of its consolidations with the Lake Shore were as follows: John Wilkinson, April, 1885, to April, 1887; Edwin C. Litchfield, April, 1887, to August 1887; Johathan H. Ransom, August, 1887, to September, 1887; John B. Jervis, September, 1887, to April, 1888; George Bliss, April, 1888, to April, 1860; Elisha M. Gilbert, April, 1860, to June, 1863; Martin L. Sykes, Jr., April, 1864, to August, 1865; Elijah B. Phillips, October, 1865, to consolidation in April, 1869. Mr. Phillips, the first president of the Lake Shore & Michigan Southern, filled the office until May, 1870, when he was succeeded by Horace F. Clark,

who served up to the time of his death, June 19, 1873.

The following is a list of the general superintendents of the companies during the same period: James Moore, April, 1855, to May, 1856; Samuel Brown, May, 1856, to July, 1858; John B. Campbell, August, 1858, to August, 1863, the time of his death; Henry H. Porter, November, 1863, to October, 1865; Charles F. Hatch, October, 1865, to March, 1872. John H. Devereaux, vice president of the road, was also general manager from May, 1870, to June, 1873.

In addition to the main line the company, at the beginning of 1872, owned the following branches:

Ashtabula, Ohio, to Jamestown, N. Y.	36 miles
Elyria, Ohio, via Sandusky, to Milbury (junction with main line).....	176½ "
Toledo, O., to Elkhart, Ind. (air line).....	131 miles
Adrian to Jackson, Mich.....	46 "
Adrian to Monroe, Mich.....	33 "

The company also owned the entire capital stock of the following roads, which, however, still remained under separate organizations:

Detroit, Monroe & Toledo railroad, from Toledo to Detroit.....	65 miles
Kalamazoo & White Pigeon, from Kalamazoo to White Pigeon.....	37 "

The following roads were operated by the Lake Shore company under lease:

Jamestown & Franklin railroad, from Jamestown to Oil City, Penn. (connecting with Ashtabula branch).....	51 miles
Kalamazoo, Allegan & Grand Rapids railroad, from Kalamazoo to Grand Rapids, Mich.....	58 "

The great fire of October, 1871, proved seriously disastrous to the company. The handsome and substantial passenger depot which the line occupied in conjunction with the Chicago, Rock Island & Pacific, went to feed the flames, as did also the Grand Pacific Hotel, in which the company had an interest of \$125,000. Aside from the indirect loss consequent upon the interruptions of business, the direct pecuniary damage from the conflagration resulting to the corporation was estimated by the management at \$325,000.

During 1872, the Northern Central Michigan railroad from Jonesville, on the main

line, seventy-five miles west of Toledo, to Lansing, a distance of sixty miles, was opened.

On June 19, 1873, the president of the road, Horace F. Clark, died, and was succeeded by Commodore Cornelius Vanderbilt.

The reports of the directors, for 1873 and 1874, signed by Mr. Clark's successor, give the following account of the condition of the road's financial condition at that time.

"When I was elected your president, July 1, 1873, I found the financial condition of this company to be as follows: Capital stock \$50,000,000, all issued; funded debt, \$29,730,000; floating debt, \$6,277,485, including a dividend due August 1st, \$2,004,315, besides bills and pay-rolls for June, \$1,478,686. There was not a dollar in the treasury. Contracts for construction and equipment, twenty thousand tons steel rails, etc., to the amount of \$7,894,845, had been made and the work all commenced, with no provision whatever for meeting the large payments. The panic of 1873 occurred in September, and disclosed the fact that the dividend just paid (\$2,004,315) had been borrowed, on call, of the Union Trust company. That institution closed and passed into the hands of a receiver, who called the large loan at a time when money could not be borrowed on the best collateral security. After giving the Trust company ample security of my own for the debt, I undertook to extricate the company from its financial difficulties."

The accession of the new management was marked by the inauguration of a policy of retrenchment. The extension of a double track between Elkhart and Chicago, one hundred miles, was stopped within seven miles of Elkhart, and strenuous efforts were made to procure a release from other large contracts; but the attempt proved unsuccessful in consequence of the amount of work already undertaken and completed. Nevertheless the outlay for construction was largely reduced. To meet the pressing necessities of the road for construction and

equipment, and also for the extinguishment of the large floating debt, the directors resolved upon placing a second general mortgage of \$25,000,000. It was supposed that the proceeds arising from the sale of \$12,000,000 of these bonds would retire the \$6,000,000 issues of 1882 bonds, besides extinguishing the floating debt. The remaining \$13,000,000 were to be held in reserve for purposes of construction and equipment. The funded debt increased during the year 1874 \$6,316,000, and the sale of second mortgage bonds at ninety per cent. yielded \$5,697,416.68. This proved sufficient to meet pressing emergencies, and the usual dividends for the year were passed, but a portion of the earnings of 1873 and 1874—\$2,413,215.34—were applied to the cancellation of the company's obligations. The result of such a policy was soon perceived, the company's floating debt having been wiped out and its reputation as a dividend-paying road having been restored. Another dividend (three and one-half per cent.) was also paid on February 1, 1875, from the earnings of the last half of 1874.

In 1874, the sale of bonds and the increase of debt came to a simultaneous end. No increase in the aggregate funded debt was made after the payment of the troublesome floating debt inherited from a previous administration. On the contrary, provision was commenced for the creation of a sinking fund. At the close of 1875, after meeting every obligation legitimately chargeable to the year, and providing for the dividend payable on February 1, 1876, besides satisfying the sinking fund, there remained in the treasury, for the first time in the company's history, a very considerable balance.

After an immunity of seven years from any serious accident, at the close of 1876, occurred the Ashtabula disaster, on December 29. No satisfactory explanation of its origin has ever been offered, but its horror startled the entire country. Among those who perished were many citizens of Chicago,

and not a few houses in this city were called to mourn some member of the domestic circle. The company's loss in consequence of the accident reached the enormous sum of \$495,722.42, or nearly one per cent. of the entire capital stock.

Another change of presidents occurred in 1877, when the late William H. Vanderbilt succeeded his father, whose death occurred on January 4th, in that year.

In 1877, the company purchased \$200,000 worth of stock in the Pittsburgh & Lake Erie road, the wisdom of which investment has since then been abundantly demonstrated.

The year 1879 closed the first decade in the history of the consolidated company. The miles of road operated were as follows:

Main line, Buffalo and Chicago.....	540.49
Five L. M. & M. S. branches. ..	324.38
Total miles L. S. & M. S. railroad proper. ..	864.87
Three proprietary roads, owned wholly by the L. S. & M. S. railway, but under separate organizations.	160.07
Three leased roads..	153.73
Total miles operated.....	1,178.67

In 1879, \$1,384,700 of the capital stock of the Canada Southern railway company, were acquired by purchase, which practically gave to the Lake Shore & Michigan Southern control of the road, thus removing a threatened competition, the original design of the projectors of the Canada Southern having been to extend the line to Chicago.

The years from 1880 to 1883 were most prosperous. Earnings increased, both gross and net, though in 1884 a reduction of nearly twenty per cent. in business caused a falling off of nearly \$4,000,000 in the former. Stringent economy in administration, however, so far kept down the operating expenses that the net earnings were lowered by only one-half that sum.

The most noteworthy event in the history of the company during these years was the acquisition, in 1882, of a controlling interest in the New York, Chicago & St. Louis rail-

road. To accomplish this \$6,527,000 second mortgage bonds of the Lake Shore were exchanged for 140,500 shares of the capital stock of the former company. This exchange made the total funded debt at the close of 1882 \$43,192,000. In 1884, a further increase of \$3,250,000 was made. The total amount of the bonded debt at the opening of the year was \$46,442,000.

During the six years following 1884 the history of the road, while uneventful, was one of continued prosperity.

On December 8, 1887, occurred the death of William H. Vanderbilt, who was succeeded in the presidency by Mr. John Newell.

In 1890 the Sturgis, Goshen & St. Louis railroad, running from Findley, Mich., to Goshen, Ind., 36 miles, was acquired, as to date of December 1, 1889, by the assumption of the payment of three per cent. interest on \$401,000 worth of bonds—being \$12,030 per annum. The entire capital stock, \$1,000,000 was turned over to the L. S. & M. S. company. This addition to the system made the total number of miles operated at the end of the year 1890, 1,445.28.

The funded debt of the company at the beginning of the year 1891, was as follows: On the Lake Shore & Michigan Southern proper, \$44,692,000; on proprietary roads owned wholly by the company, \$1,725,000; on leased roads, \$3,138,000; total funded debt, \$49,555,000.

The following table, showing the amount of passenger and freight earnings received by the company at the city of Chicago, is of interest:

YEAR.	PASSENGERS CARRIED.		REVENUE.
	FROM CHICAGO.	CITY TRAVEL.	
1883.....	227,686	332,536	\$851,546
1884.....	203,688	300,115	701,908
1885.....	187,524	281,363	657,941
1886.....	169,633	450,610	717,120
1887.....	164,210	390,731	882,454
1888.....	211,778	378,430	899,682

FREIGHT RECEIVED AND FORWARDED AT CHICAGO.

YEAR.	FORWARDED.		RECEIVED.	
	TONS.	REVENUE.	TONS.	REVENUE.
1885....	929,244	\$1,959,484	479,376	\$ 796,292
1886....	720,328	1,950,496	598,788	1,006,369
1887....	770,979	2,206,076	826,959	1,421,597
1888....	717,385	2,020,307	662,405	1,138,439

The following tables show the financial operations of the company, from 1871 to 1890, and the amount of freight and number of passengers carried, with the rates of transportation and the revenue derived therefrom:

YEAR.	TONS.	AVERAGE MILES HAULED.	TONS HAULED ONE MILE.	REVENUE.	RECEIPTS PER TON PER MILE.	COST PER TON PER MILE.
1871	3,784,525	193.9	733,670,696	\$10,341,218	1.391	.913
1872	4,443,092	208.2	924,844,140	12,824,862	1.374	.920
1873	5,176,661	203.6	1,063,927,189	14,192,399	1.335	.946
1874	5,221,267	191.4	999,342,081	11,918,350	1.180	.767
1875	5,022,490	187.8	943,236,161	9,639,038	1.001	.737
1876	5,635,167	201.2	1,133,834,828	9,405,629	.817	.561
1877	5,513,398	195.9	1,060,005,561	9,476,608	.864	.573
1878	6,098,445	219.8	1,340,467,821	10,048,952	.734	.474
1879	7,541,294	229.9	1,733,423,440	11,288,261	.642	.398
1880	8,350,336	221.7	1,851,166,018	14,077,294	.750	.435
1881	9,164,508	220.6	2,021,775,468	12,659,987	.617	.414
1882	9,195,538	205.8	1,892,868,224	12,022,577	.628	.413
1883	8,478,605	199.3	1,689,512,415	12,490,004	.728	.452
1884	7,365,688	191.5	1,410,545,674	9,358,815	.652	.426
1885	8,023,093	199.7	1,612,567,035	9,031,417	.553	.399
1886	8,305,597	191.7	1,592,044,766	10,329,625	.639	.410
1887	9,326,852	197.7	1,843,785,896	12,547,923	.670	.418
1888	9,069,857	198.4	1,799,104,045	11,629,174	.636	.430
1889	10,020,599	185.5	1,859,009,822	12,545,810	.664	.479
1890	11,531,266	187.0	2,156,677,869	13,759,123	.626	.458

YEAR.	NO. OF PASSENGERS CARRIED.	AVERAGE DISTANCE.	PASSENGERS CARRIED ONE MILE.	REVENUE.	RECEIPTS PER PASSENGER PER MILE.	COST PER PASSENGER PER MILE.
1871	2,046,428	70	142,684,243	\$4,006,724	2.806	1.939
1872	2,212,754	74	162,308,495	4,218,543	2.599	1.814
1873	2,845,163	63	179,68,173	4,569,730	2.542	1.878
1874	3,096,263	56	173,224,572	4,249,022	2.452	1.678
1875	3,170,234	52	164,950,861	3,922,798	2.378	1.824
1876	3,119,923	55	175,510,501	3,664,148	2.090	1.515
1877	2,742,295	50	138,116,618	3,203,200	2.319	1.647
1878	2,46,032	49	133,702,021	3,057,393	2.287	1.276
1879	2,822,121	50	141,162,317	3,138,003	2.223	1.744
1880	3,313,485	53	176,148,767	3,761,008	2.135	1.086
1881	3,682,006	55.5	201,953,215	4,134,788	1.988	1.120
1882	4,118,832	55	227,068,958	4,697,185	2.167	1.166
1883	3,909,356	55	121,715,155	4,736,088	2.196	1.278
1884	3,629,196	52.5	190,503,852	4,133,729	2.170	1.254
1885	3,479,214	51	176,830,308	3,639,375	2.078	1.250
1886	3,715,508	51.5	191,503,135	4,020,550	2.098	1.301
1887	3,752,840	55	205,761,459	4,650,654	2.260	1.255
1888	4,051,704	52	210,107,098	4,810,148	2.389	1.301
1889	4,413,592	50.5	222,555,555	5,082,480	2.284	1.314
1890	5,019,595	45	225,265,137	5,060,023	2.246	1.492

An examination of these figures shows that while the rate received for the carriage of freight has almost steadily declined during the period named, the cost of its transportation has decreased in about the same ratio. On the other hand, the rate earned per mile on the transportation of each passenger declined in an almost equal proportion, but without a correspondingly large depreciation in the attendant cost. The explanation of the latter circumstance is perhaps to be found in the fact that the company, by constantly improving its passenger service, had gradually added to the incidental expense.

YEAR.	MILES.	GROSS EARNINGS.	OPERATING EXPENSES.		NET EARNINGS.	FIXED CHARGES.	DIVIDENDS PER SHARE OF \$100.	
			AMOUNT.	PER CT.			EARNED.	PAID.
1871.....	1,074	\$14,698,449	\$ 9,779,806	65.64	\$ 5,118,643	\$2,121,164	\$ 8.37	\$ 8.00
1872.....	1,136	17,669,935	11,839,526	66.90	5,860,409	2,201,459	8.55	8.00
1873.....	1,177	19,414,509	13,746,598	70.90	5,667,911	2,654,500	6.10	4.00
1874.....	1,177	17,146,131	11,152,371	65.04	5,993,760	3,006,193	6.04	3.25
1875.....	1,177	14,434,199	10,531,501	72.96	3,902,698	2,810,294	2.20	2.00
1876.....	1,177	13,949,177	9,574,836	68.64	4,374,341	2,759,989	3.26	3.25
1877.....	1,177	13,505,159	8,963,966	66.37	4,541,193	2,775,657	3.57	2.00
1878.....	1,177	13,979,766	8,486,601	60.70	5,493,165	2,718,792	5.61	4.00
1879.....	1,177	15,271,492	8,934,524	58.50	6,336,968	2,754,988	7.24	6.50
1880.....	1,177	18,749,641	10,418,105	55.56	8,331,536	2,750,374	11.28	8.00
1881.....	1,177	17,971,391	11,278,429	62.76	6,692,962	2,725,375	8.02	8.00
1882.....	1,274	18,225,639	11,067,807	60.67	7,167,832	3,027,000	8.37	8.00
1883.....	1,340	18,513,656	11,001,854	59.43	7,511,802	3,498,806	8.11	8.00
1884.....	1,340	14,843,584	9,133,522	61.53	5,710,060	3,720,670	4.02	5.00
1885.....	1,310	14,133,516	9,287,538	65.11	4,845,969	3,867,456	1.98	.....
1886.....	1,340	15,859,455	9,731,622	61.36	6,127,833	3,712,978	4.88	2.00
1887.....	1,340	18,710,963	11,029,708	58.95	7,681,165	3,649,645	8.15	4.00
1888.....	1,342	18,029,627	11,310,371	62.73	6,719,256	3,608,391	6.29	5.00
1889.....	1,410	19,487,197	12,847,452	65.93	6,639,745	3,423,469	6.50	5.00
1890.....	1,445	20,865,760	14,220,481	68.15	6,645,279	3,344,735	6.67	6.00

The principal officers of this road are at New York and Cleveland. John DeKoven is the one resident Chicago director.

Like most of the great trunk lines centering in Chicago, the Chicago, Burlington and Quincy had a comparatively small beginning. It was originally known as the Aurora Branch railroad. Its first semi-annual dividend amounted to \$3 per share and was paid in June, 1854, at which time its name was changed to the Chicago & Aurora road. At this time it had been completed from Aurora to Mendota, and the earnings out of which the dividend was declared amounted to \$60,700.

At Mendota it connected with the Illinois Central and the Central Military Tract roads, the junction being eighty-three miles west of Chicago. In December, 1854, the Central Military Tract line was completed to Galesburg, and trains commenced running to Burlington, Ia., in July, 1855.

A company had been formed under the name of the Peoria & Oquawka, to build a road between Peoria and Burlington, but owing to lack of funds it entered into a contract with the Chicago, Burlington & Quincy and the Central Military Tract roads, under the terms of which the two latter companies were to complete the line between Galesburg and Burlington. These two companies also entered into an agreement to complete the Northern Cross road, from Galesburg to Quincy, a distance of one hundred miles. In the meantime, by act of February 14, 1855, the name of the Chicago & Aurora company had been changed to the Chicago, Burlington & Quincy railroad company, and on July 9, 1856, that corporation was consolidated with the Central Military Tract company, under the name of the former. The new organization purchased the Northern Cross and Peoria & Oquawka roads, at a sale had under a decree of foreclosure obtained by the Chicago, Burlington & Quincy company, and by its purchase the company operated two hundred and ten miles of road, including the thirty miles from Chicago to "the junction," which belonged to the Galena & Chicago Union, but was used by that company and the Chicago, Burlington & Quincy in common.

The Galena & Chicago Union depot was also used by both companies. In 1856, the Burlington road purchased from the Pittsburgh, Fort Wayne & Chicago ten acres of land on the south branch, adjoining North street (now Sixteenth street) and Stewart avenue. The purchase was rendered necessary for the accommodation of the rapidly increasing lumber business of the company and for the erection of grain elevators. During the same year, a contract was entered into with the Illinois Central, whereby the Chicago, Burlington & Quincy secured the use of its ground for the passenger traffic. It was soon found necessary to purchase other land adjoining the lumber yards on the south branch, the tract bought extending westerly along Sixteenth street about two thousand feet.

Before the consolidation, the Chicago, Burlington & Quincy and the Central Military Tract roads had expended in the construction of their lines some \$1,294,268, and by June, 1858, not two years from the date of the consolidation, the entire outlay had been increased to over \$8,000,000. The officers for 1857-58 were: John Van Nortwick, president; Charles G. Hammond, superintendent; Amos T. Hall, secretary and treasurer; Samuel Powell, ticket agent, and William Martin, general freight agent.

During the following year, 1859, the ferryboats running between Quincy and Hannibal, Mo., in connection with the Hannibal & St. Joe railroad, were purchased by the Chicago, Burlington & Quincy company.

In the spring of 1861, Messrs. Munger, Armour & Dole erected the largest elevator in the city at that time, the capacity being 800,000 bushels, and entered into contract with the road to receive, store and transfer such grain as it might offer. In order that the grain might be elevated from the vessels promptly into the warehouses, a slip was built upon the depot grounds.

An important contract was entered into during the year between James F. Joy and J. W. Brooks, representing the Chicago, Burlington & Quincy company, and John H. Stipp,

on the part of the Jacksonville & Savannah railroad, and Judge Henry L. Bryant, on behalf of the Peoria & Hannibal. Under the terms of this contract, the Chicago, Burlington & Quincy was given a perpetual lease of that portion of both roads mentioned upon which labor had been expended, on condition that the lessees should complete and equip the roads. The construction was completed to Lewiston in June, 1862.

By June, 1863, the outlay for construction and equipment had reached the sum of \$12,373,000; the capital stock of the company was \$5,738,000, and the funded debt \$11,841,000. The year 1863, however, was marked by a great increase in traffic, which necessitated the purchase of sixteen additional locomotives and many cars, to replace those taken for government use on a requisition from Major-General U. S. Grant. Extensive new freight and transfer houses had been built in the meantime upon land bought and added to the depot grounds, some one thousand and five hundred feet farther west on Sixteenth street; and between July, 1862, and the spring of 1863, a second large elevator was constructed by Armour, Dole & Co. In October, 1863, the line between Peoria and Burlington was sold under foreclosure of the mortgage held by Messrs. Moss & Harding, the contractors, and was purchased by the trustees of the Chicago, Burlington & Quincy company. The system then included the line from Chicago to Burlington via Galesburg, the Chicago & Aurora line (then in course of completion), amounting to two hundred and four miles, from Galesburg to Quincy one hundred miles; from Galesburg to Peoria fifty-three miles, and from Yates city to Lewiston thirty miles. The total mileage at that time operated by the company was four hundred, and the outlay up to April 30, 1864, exceeded \$15,000,000. The company also owned real estate in the city of Chicago to the amount of seventy-five acres, comprising all land lying between the Galena & Chicago Union road, the river and Sixteenth street,

including ground purchased on Western avenue for the purpose of locating stock-yards.

During this year, 1864, the company completed its new line from Chicago to Aurora, thus rendering further use of the tracks of the Galena & Chicago Union unnecessary. Ten miles of double track to Lyons was built. A change in the management of the road took place this year; James F. Joy was elected president; Robert Harris, superintendent; Amos T. Hall, secretary and treasurer; Henry Martin, general freight agent, and Samuel Powell, general ticket agent.

Other extensions of the line soon followed. In June, 1865, the company contracted with the Burlington & Missouri to extend that line fifty-six miles west, to a point one hundred and twenty-two miles west of Burlington. In 1866, it entered into an agreement with the Hannibal & St. Joe company, under the terms of which the Chicago, Burlington & Quincy should become purchasers of its securities for ten years, convertible into preferred stock, at \$120,000 per year.

A magnificent bridge, costing \$1,227,000, was erected across the Mississippi river at Burlington in 1867-'8, the first pile under the east abutment being driven January 30, 1867, and the last stone placed in position in March, 1868. In June, 1869, a bridge was erected across the Missouri river at Kansas City, the western terminus of the Hannibal & St. Joe railroad, which opened connection between Chicago and all the western roads. Soon after a bridge was built at Quincy by a bridge company, without any outlay on the part of the Chicago, Burlington & Quincy.

Meanwhile the Burlington & Missouri was being rapidly completed to Omaha. The line from Lewiston to Rushville was open to the public July 18, 1869, its cost being \$340,000. The company also purchased the Keokuk & St. Paul road, and completed the same to Burlington by October 27, 1869, at a cost of \$562,000. The Dixon, Peoria & Hannibal road, from Buda to Elmwood, was



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opened by the Chicago, Burlington & Quincy on February 1, 1870, at a cost of \$895,000. During the two years, 1869-70, there were built in all about one hundred and twenty-five miles of road, increasing the mileage operated by the company to six hundred.

In June, 1870, the corporation threw open for traffic the St. Louis division of the road, which had been originally known as the Rockford, Rock Island & St. Louis railroad. The first portion of the line thus opened extended from Beardstown to Bushnell, the money for the construction being subscribed chiefly by the citizens along the line. The Chicago, Burlington & Quincy did not purchase the line until six years later. In 1871, a line from Quincy to Carthage was built, known as the Quincy and Warsaw division.

The Ottawa, Oswego & Fox River Valley road, from Aurora to Streator, was opened on January 15, 1871, and a line from Aurora to Geneva on May 1st, the same year, connecting at the latter point with the Chicago & Northwestern. On May 14, 1871, the system in operation embraced seven hundred and sixty-one and one-half miles of road. The company enjoyed large local traffic while its through business was rapidly increasing.

Up to April 30, 1871, the construction and equipment of the entire system had cost \$21-585,635.25. The following table shows the gross earnings and expenditures from the year of its consolidation with the Central Military Tract company to 1871:

YEAR.	GROSS EARNINGS.	EXPENDITURES.
1858	\$1,505,166 71	\$ 694,399 06
1859	1,044,573 63	541,805 76
1860	1,383,957 65	678,159 43
1861	1,732,084 69	752,597 47
1862	1,825,130 25	731,030 20
1863	3,037,372 54	1,072,988 78
1864	4,039,922 31	1,573,295 00
1865	5,581,852 22	2,436,147 10
1866	6,175,553 35	3,020,164 78
1867	6,083,138 05	3,093,574 07
1868	6,154,647 25	3,067,165 55
1869	6,822,809 18	3,390,111 19
1870	6,621,773 12	3,754,555 30
1871	7,267,685 20	4,202,977 76

The capital stock of the company was increased during the year by the sale to the

stockholders, at par, of 20,594 shares; and the net earnings of the road for the year above operating expenses and taxes amounted to \$12.23 per share of the capital stock thus increased. A reduction of rates, however—due, in part, to a strong competition between the trunk lines leading West from the seaboard but also to other causes—made the result of the year's operations less satisfactory than they would have been, or than was anticipated.

The conflagration of October, 1871, resulted in an almost complete interruption of the company's freight business, especially between Chicago and stations along the line. The corporation suffered on the one hand from the lack of adequate storage room in Chicago, and on the other from the inability of eastern roads to receive freight, which two causes, conjointly, operated to induce a semi-paralysis of this description of business after the close of navigation.

The Chicago & Iowa railroad was completed and opened for business during the year. It ran between Aurora and Forreston, eighty-three miles. At the latter point the road connected with the main line of the Illinois Central. The Chicago, Burlington & Quincy company made a traffic agreement with this corporation, under the terms of which the Chicago & Iowa was to send all its business over the line of the "Q." between Aurora and Chicago. Contracts between the two companies last named and the Illinois Central and the Chicago, Dubuque & Minnesota railroad companies were also concluded during the year, under the terms of which a line from Chicago to Dubuque was to be operated, over which the business of the Chicago, Dubuque & Minnesota, and the Illinois Central, north of Forreston (including that of the Dubuque & Sioux City road), was to pass over the Chicago & Iowa and the Chicago, Burlington & Quincy roads, between Forreston and Chicago.

The company also acquired, by purchase, during that year, the Chicago & Rock River railroad, whose line extended from Rock

Falls, opposite Sterling, to Chicago, intersecting the Illinois Central at Amboy, from whence it ran nearly parallel and tapped the same territory with the Chicago, Burlington & Quincy. It was almost immediately extended westward forty-five miles, from Rock Falls to Shabbona Grove, on the Chicago & Iowa line, the extension being completed and opened for traffic in July, 1872.

On December, 1872, the Chicago, Burlington & Quincy took formal possession of the Burlington and Missouri River line under perpetual lease. The lessee thus acquired a line across Iowa from Burlington to the Missouri river, and connection at Omaha with the Union Pacific. Plattsmouth and Nebraska City were also connected with Chicago through the railroad system of Nebraska, and by its branches and connections, the "Q" line extended to the eastern *termini* of the Kansas Pacific, the Atchison, Topeka & Santa Fe, and the system of the Kansas roads.

Yet another (though possibly minor) advantage was that an eastern terminus at Peoria was obtained, affording connection with the Pennsylvania system as well as with other east-bound lines, and materially reducing the distance between the last named point and the Missouri river.

A new western connection was formed the same year, by the completion of the Missouri, Kansas & Texas road (800 miles in length) to Hannibal, where the Chicago, Burlington & Quincy connected with it by means of the Quincy, Alton & St. Louis line, running from Quincy to Hannibal, Mo., a distance of 18 miles.

The Burlington & Missouri River line, prior to its absorption by the Chicago, Burlington & Quincy, had received valuable grants of land from the general government, to aid in the construction of the road through Iowa. With reference to the title of a considerable portion of these lands, much litigation had been occasioned by pre-emption, home-stead and swamp-land claims, so-called. With the opening of 1874, the company

considered itself entitled, under these grants, to 359,708.45 acres, to which had been filed claims (as yet unsettled) affecting 26,600 acres; leaving the grantee undisputed owner of 339,108.45 acres. There had been sold 220,584.22 acres, and there remained to be sold, if the title to all the lands should be made good, 159,006.73 acres, which, at the valuation of previous sales, would realize \$1,871,991.24. The estimated value of the entire grant amounted to \$4,288,548.02. A very considerable expense was attendant upon the grant, taxes and incidental outlays very nearly approaching two-thirds of the receipts.

In 1875, the necessary legislation was secured to accomplish the formal consolidation of the Chicago, Burlington & Quincy and Burlington & Missouri River roads. On August 1, 1875, the latter company executed to the former a conveyance of all its property, and, as the most practicable mode of completing the purchase, the directory of the Chicago, Burlington & Quincy company authorized a change of stock.

During the same year, 1875, the company financially aided the construction of the Albia, Knoxville & Des Moines railroad, the last named company executing a lease of its line in perpetuity.

On December 6, 1875, a preliminary contract was made for the perpetual lease of the Quincy, Alton & St. Louis railroad, the length of which is forty-six miles, its route being from Quincy to Louisiana, Mo., with a branch to Hannibal, along the rich bottom lands on the east bank of the Mississippi.

On October 1, 1876, the directory of the Chicago, Burlington & Quincy company acquired control and commenced the operation of the St. Louis, Rock Island & Chicago railroad, the action of the Board having been ratified at a special meeting of the stockholders held on December 1. The fixed annual rental of the road was \$175,000 for the period of its charter, with provisions for renewal. The route of the road thus acquired extended from a point of junction

with the Chicago & North Western road, near Sterling, to Rock Island, a distance of five and three-tenths miles, and using the Chicago, Rock Island & Pacific road near Rock Island for a distance of twelve miles, and the Indianapolis & St. Louis road, near St. Louis, for a distance of twenty miles, under running arrangements with these companies, and with a branch extending from Sagetown, on the main line of the Chicago, Burlington & Quincy road, to Keithburg, eighteen miles distant; in all, a length of 270 miles of road absolutely acquired, besides rights over the roads above named. The importance of the acquisition to the company may be seen, when it is stated that the main line of the road crossed the main line of the Chicago, Burlington & Quincy at five different points, diverting business and reducing rates. Its control by the company was a carrying out of the policy to convert, as far as practicable, competing lines into contributors.

The event of the year 1880, in the company's history, was the acquisition of the Burlington & Missouri River railroad of Nebraska, including both main stem and leased lines, 836 miles of which were then in actual operation, and about 109 miles in course of construction. A valuable grant of Nebraska lands was thus gained, of which 270,030 acres were sold in 1880, for \$1,292,625.86. When the consolidation was effected, it was deemed equitable by the management to distribute stock to represent a part of the surplus earnings which had accumulated and had been invested in very valuable additions to the company's property at low prices. Accordingly, on May 3, 1880, a stock dividend of \$6,217,240 was declared.

Preliminary steps were also taken during the year toward procuring a lease of, or effecting a consolidation with, the Kansas City, St. Joseph & Council Bluffs road.

Seventy-eight miles of extension of Iowa branches were built in 1880, making the total length of the road at the close of the

year (including the Burlington & Missouri River of Nebraska) 2,772 miles. The total outlay for construction and equipment during the year was \$8,207,899.71. Of this amount, \$939,663.09 was expended for real estate in Chicago, which was followed, in 1881, by an outlay of \$256,671.42 for the same purpose.

In 1881, the company found new terminal accommodations in this city at the Union Depot on Canal street, between Madison and Van Buren, the depot being occupied in common by the Chicago, Burlington & Quincy, the Chicago & Alton, the Chicago, Milwaukee & St. Paul, and the Pittsburgh, Cincinnati & St. Louis companies.

In 1881, the company acquired control of the Burlington & Southwestern road, running from a point on the Keokuk line to Laclede, on the Hannibal & St. Joseph road, 109 miles west of Quincy, and thence to Kansas City. Arrangements were also perfected the same year for the control by the company of the St. Joseph & Des Moines road, running from St. Joseph to Albany, Mo., where connection was made with one of the branches of the Chicago, Burlington & Quincy. A lease was also obtained of the St. Louis, Keokuk & Northwestern road, extending from Mt. Pleasant, Iowa, to Dardenne, a point thirty miles from St. Louis, from whence the company obtained the right to use the Wabash tracks into the city.

The average length of road operated directly by the Chicago, Burlington & Quincy company in 1881 was 2,822 miles, and in 1882, 3,100 miles. In addition the company controlled and partially owned 700.87 miles of railroad, as follows:

LINES.	MILES.
St. Louis, Keokuk & Northwestern.....	185.10
Chicago, Burlington & Kansas City (old Burlington & Southwestern.....	152.60
Kansas City, St. Joseph & Council Bluffs....	313.7
St. Joseph & Des Moines.....	50.00
One-half interest (the other half being owned by the Wabash, St. Louis & Pacific) in the Hume-ton & Shenan- doah road	113.00

The construction of the Colorado branch

was begun in September, 1881, and the line to Denver, Col., was opened on May 28, 1882.

In 1883, a sufficient amount of securities of the Hannibal & St. Joseph railroad were purchased by the Chicago, Burlington & Quincy directory to give the latter company control and practical ownership of the line, whose length was 292.35 miles. The road, however, as well as some others mentioned, practically controlled by the company, continued to be operated by the corporations nominally owning them. The acquisition of the Hannibal & St. Joseph road was regarded as the best solution of the southwestern question, and as placing the Chicago, Burlington & Quincy in a strong position at Kansas City.

The extension of branches and constructions of new road increased the length of the line owned by the company to 3,322.5 miles on December 31, 1883, exclusive of nearly 1,000 miles practically owned and controlled by the company, but nominally operated by separate corporations. This mileage increased in 1884 to 3,467.4 miles.

The entire property of the company, on December 31, 1884, was as follows:

Permanent investment in construction....	\$141,876,858 99
Materials on hand.....	1,807,567 68
Cost of investment in securities of Hannibal & St. Joseph and other branch roads....	7,088,847 53
Sundry investments.....	411,035 87
Suspended debts and excess of bills receivable over bills payable.....	9,614,822 08
	<hr/>
	\$160,849,131 95

Against which stood:

Capital stock	\$76,450,146 51
Bonds of all issues outstanding	77, 60,607 86
	<hr/>
	\$153,610,754 37

excess of cost of property over all liabilities	\$ 7,238,377 58
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During the year 1885, the construction of second track in Illinois and Iowa was continued, 15½ miles being laid in the former State and 9½ in the latter, making the total number of miles of second track on December 31, 1885, 255, of which 184½ were in Illinois. During this year also, in the States named,

89½ miles of steel rail were laid in branch side tracks, to replace iron rails; 23½ miles were laid in new second tracks, and 17½ in new side tracks, making the total number of miles of steel rails in all tracks east of the Missouri river on December 31, 1885, 1,584. West of the Missouri, in Nebraska and Kansas, 169½ miles of steel rails were laid, making the total mileage of steel rails in all tracks west of the Missouri river on December 31, 901.

During this year new tracks and extensions were built, in whole or in part, as follows:

In Iowa, the Western Iowa railroad, from Fontanelle west to Cumberland, was completed and opened for business on August 5th, 20½ miles. In Missouri, the St. Joseph and Des Moines railroad, from Albany southwest to St. Joseph, was changed from narrow to standard gauge, and was leased to the company, the lease going into effect May 1, 1885, 48 miles. In Nebraska, a section of the main line of the Nebraska and Colorado railroad, from Holdrege west to Elwood, was completed and opened for business on August 12th, 28½ miles. The Republican Valley and Kansas railroad, from Republican southwest to the south line of the State of Nebraska, was completed and opened for business September 6th, 8½ miles. A branch of the Omaha and South Western railroad, from Omaha to the Omaha Stock Yards, was completed and opened for business August 17th, 4½ miles. Additional sections of the main line of the Nebraska and Colorado railroad, extending from Tobias west to Blue Hill, and from Elwood west to Curtis, and two branches of the same road, one from Fairmont, on the main line of the Burlington and Missouri River Railroad in Nebraska south through Geneva, and the other from Edgar southwesterly to Superior, aggregating about 142 miles, were commenced late in the year. The Grand Island and Wyoming Central railroad, extending from Grand Island northwest, was commenced in December, as was also a section of the Omaha and North Platte railroad between Omaha and Ashland, and a section

of the Republican Valley railroad between Aurora and Hastings. In Kansas, the Burlington, Kansas and South Western railroad, connecting with the Republican Valley and Kansas railroad at the State line, and extending westerly to Oberlin, Kan., was completed and opened for business, October 12th, 69 $\frac{3}{4}$ miles.

The average number of miles operated by the Chicago, Burlington & Quincy railroad company in 1885 was 3,531, against 3,399 the year before. The gross earnings per mile of road operated were \$7,520.93 in 1885, against \$7,497.38 in 1884. The net earnings per mile in that year, 1885, were \$3,438.31, against \$3,351.83 in 1884. The percentage of operating expenses, including taxes, to gross earnings in 1885 was 54.2, against 55.3 per cent in 1884.

The surprising development of the region about and beyond St. Paul and Minneapolis, and the advantages of connecting the C., B. & Q. system with it and with the new outlets from St. Paul to the Pacific coast, led, early in 1885, to the serious consideration by the directors of a project to build a railroad on the east bank of the Mississippi river between St. Paul and Fulton. The St. Paul and Minneapolis and Manitoba railroad had joined its system at the international boundary line to the Canadian Pacific railroad, and the Northern Pacific had been completed to a connection with the Pacific ocean. St. Paul and Minneapolis, from mere villages a few years ago, had grown to be large cities, constituting the local market for a great extent of country, and the traffic between those cities and the markets of Chicago and St. Louis was large and growing. Besides the advantages alluded to of connecting the whole railroad system with the new Northwest for general travel and traffic, as well as with the Pacific coast by the Canadian Pacific and Northern Pacific roads, it had become apparent that those portions of Iowa, Nebraska, and Kansas through which the lines pass required more direct and easy connection with the lumber of Wisconsin and Min-

nesota, and it seemed reasonable to suppose, also, that a line between the coal fields of Illinois and the North, would obtain a more or less profitable business from that source.

In the summer of 1885, the directors decided to assist the Chicago, Burlington & Northern railway company, which was organized to build from Fulton, in Illinois, along the east bank of the Mississippi river, to St. Paul, about 315 miles, with a branch forty-seven miles in length from Savannah, about fifteen miles north of Fulton, to Oregon, where connection is made for Chicago by way of the Chicago & Iowa and the C., B. & Q. Along the river between Fulton and St. Paul the grades are light, and the line touches many towns of considerable importance, such as Dubuque, LaCrosse, and others. The distance from St. Paul to Chicago, via Savannah and Oregon, is about 433 miles, and from St. Paul to St. Louis, via Fulton, is 578 miles.

A contract was accordingly made between the Chicago, Burlington & Northern railroad and the Chicago, Burlington & Quincy companies to run for twenty years, for the interchange of traffic, and providing for the purchase by the C., B. & Q. of the first mortgage five per cent. bonds of the C., B. & N. company up to 105 and interest, to the extent of one half of the net earnings of the C., B. & Q. derived from business with the new company, it being agreed, upon the part of the C., B. & Q., that the amount so to be invested should not be less than \$100,000 in each year, and that the bonds, as soon as purchased, should be exchanged for the stock of the C., B. & N. Company at par.

In consideration of this contract and of certain very valuable property rights which were owned by the C., B. & N., along the proposed line of the new road, the C., B. & Q. had acquired 30,000 shares of the capital stock of the Chicago, Burlington & Northern company.

The gross sales of the Iowa land department for the year 1885 were 5,582 24-100 acres, for \$59,586.93, an average price of

\$10.18 per acre, and 3,112 21-100 acres reverted, representing \$44,033.00, leaving as the net sales for the year, 2,740 acres for \$15,553.93, an average price of \$5.67 per acre.

In Nebraska the gross sales of the company's lands were 40,851 11-100 acres for \$323,771.38, an average price of \$7.90 per acre, and the lands reverted, 3,947,28-100 acres, representing \$1,761.22, leaving as the net result of the year's operations sales of 36,903,83-100 acres for \$301,310.16, an average price of \$8.11 per acre.

During the year 1886, the total number of miles of second track had been increased to 276, and the entire mileage of steel rails west of the Missouri, to 1,468.

The following new roads and extensions were commenced, continued or completed:

In Illinois, the Galesburg & Rio railroad, from Galesburg northwest to Rio, was completed and opened for business October 31st, 12.45 miles. In Nebraska four sections of the main line of the Nebraska & Colorado railroad were completed and opened, as follows: From Tobias west to Edgar, on September 8th, 33.73 miles; from Edgar west to Blue Hill, on November 11th, 29.32 miles; from Blue Hill west to Holdredge, on December 26th, 49.83 miles; from Elwood west to Curtis, on October 6th, 44.04 miles. The following branches of the same line were also completed and opened: On May 26th, from Fairmont to Geneva, and on June 16th, from Geneva to Strang, 15.43 miles; on December 6th, from Strang south to Hebron, 17.71 miles; on August 4th from Edgar south to Superior, 26.53 miles.

A section of the main line of the Grand Island & Wyoming Central railroad was completed from Grand Island northwest to Anselmo, and opened for business September 13th, 100.69 miles. Another, of the Republican Valley railroad, from Aurora southwest to Hastings, was completed and opened for business September 13th, 27.75 miles.

The Omaha & North Platte railroad, from the Omaha stock-yards southwest to Ashland, was completed and opened for business on

January 3d, 25.3 miles. An extension of the same road, from Ashland northwest to Schuyler, about 50 miles, was under construction, the track being partly laid.

A section of the main line of the Grand Island & Wyoming Central railroad, from Anselmo northwest 100 miles, was commenced, as was also an extension of the main line of the Nebraska & Colorado railroad, from Curtis west about 80 miles.

The actual length of road in operation December 31, 1886, was 4,036 miles, against 3,646 miles December 31, 1885—an increase of 390 miles.

The average number of miles operated by the Chicago, Burlington & Quincy in 1886 was 3,743, against 3,531 the year before.

The gross earnings per mile of road operated were \$7,140.90, against \$7,520.93 in 1885. The net earnings per mile were \$3,269.23, against 3,438.31 in 1885. The percentage of operating expenses, including taxes, to gross earnings, was 54.22 against 54.25 per cent. the previous year.

The Chicago, Burlington & Northern railroad was substantially completed in the summer. The line was open through to St. Paul and Minneapolis for freight business August 23d, and for passenger business October 31st.

The gross sales of the Iowa land department for the year 1886 were 9,143.14 acres for \$53,378.50, an average price of \$5.83 per acre, and the lands reverted 3,628.84 acres, representing \$49,179.50, leaving as the net sales for the year, 5,514.30 acres, for \$4,299, an average price of \$0.77 per acre.

In Nebraska the gross sales of the company's lands were 14,951.31 acres, for \$97,775.85, an average price of \$6.53 per acre, and the lands reverted, 4,004.30 acres, representing \$28,146.04, leaving as the net results of the year's operations, sales of 10,947.01 acres, for \$69,269.81, an average price of \$6.32 per acre.

The work of laying second track and replacing iron by steel rails was continued in

1887, 12½ miles of the former being added in Iowa, and the total number of miles of steel rails was increased to 398½. During the year new roads and extensions were built, in whole or in part, as follows:

The Atchison & Nebraska was extended from Rulo to a connection with the St. Joseph & Nebraska, a distance of 942 miles, and open for traffic October 1, 1887. The St. Joseph & Nebraska railroad, from Napier to a junction with the Rulo bridge line, was leased from the Kansas City, St. Joseph & Council Bluffs company on October 1st, and from that time was operated by the B. & M. R. R. in Nebraska. In Nebraska a connection of the main line of the Grand Island & Wyoming Central railroad, from Anselmo northwest to Whitman, was completed May 30th, a distance of 99.31 miles.

A section of the main line of the Nebraska & Colorado railroad, from Curtis west to the Colorado State line, where it connected with the Colorado & Wyoming railroad, was completed and open for business August 7, 1887, 89.39 miles.

A section of the main line of the Lincoln & Black Hills road, from Central City northwest to Greeley, was completed and opened for business August 15th, 44.39 miles. A branch of the latter road from Palmer northwest to Arcadia was completed October 31st, 1887, 54.02 miles, and another from Greeley northwest to Burwell, December 15th, 40.92 miles.

A section of the main line of the Omaha & North Platte railroad, from Ashland northwest to Schuyler, was put in operation October 24th, 1887, 51.28 miles.

The main line of the Oxford & Kansas road, from Orleans southwest to the Kansas State line, where it connected with the Beaver Valley railroad, was ready for business October 9, 1887, 59.61 miles.

The main line of the Beaver Valley railroad was extended from the Kansas State line, where it connected with the Oxford & Kansas railroad, southwest to Blakeman, by November 13, 1887, 35.63 miles.

The main line of the Colorado & Wyoming railroad was extended from the eastern Colorado State line, where it connected with the Nebraska & Colorado, northwest to a connection with the Cheyenne & Burlington railroad on the south line of Wyoming territory, and was opened for business December 11th, 144.58 miles.

A section of the main line of the Cheyenne & Burlington railroad, from the south line of Wyoming, where it connects with the Colorado & Wyoming, northwest to Cheyenne, was opened for traffic December 11th, 29.01 miles.

The bridge across the Missouri river at Rulo was completed October 1st.

In addition to the above, construction was commenced on the following sections of road:

On the Grand Island & Wyoming Central railroad from Whitman west to Alliance, Nebraska, about 75 miles. On the Oxford & Kansas railroad, from a point about 10 miles west of Orleans, Nebraska, southwest down Sappa Creek 9 miles. An extension of the main line of the Lincoln & Black Hills road, from Greeley northwest, a distance of 22.00 miles. Extensions of the branches of the Lincoln & Black Hills railroad, from Arcadia northwest 41 miles, and from Burwell northwest 17 miles. Grading was also commenced on the Crete, Milford, & Western railroad, from Crete north to Milford, Nebraska, 12 miles. The Republican Valley & Wyoming railroad, from Culbertson, Nebraska, northwest 71 miles to the Colorado State line, was commenced and grading nearly completed. An extension of the main line of the Beaver Valley railroad, from Blakeman west 44 miles, was begun, as was also a branch of the Colorado & Wyoming road, from the Colorado State line west to a connection with the Cheyenne line at Holyoke, 13 miles.

The actual length of road in operation December 31, 1887, was 4,693 miles, an increase of 657 miles during the year.

The average number of miles operated was 4,239, or 496 miles more than the year

before. The gross earnings per mile of road operated were \$6,505.33 in 1887, against \$7,140.90 in 1886, and the net earnings per mile were \$2,707.75, against \$3,269.23 during the previous year. The percentage of operating expenses, including taxes, to gross earnings in 1887 was 58.38, against 54.22 per cent, in 1886.

Notwithstanding an increased freight traffic in 1887, as compared with 1886, of over 1,200,000 tons, or more than 100,000 car loads, the gross freight earnings show a falling off of \$692,280.44. The explanation is that, while there was a large decrease in the long haul east-bound corn traffic from Iowa, Nebraska and Kansas, there had been a still larger increase in the movement of coal and other low-rate freight west-bound, and in the tonnage carried in connection with the new line to St. Paul, where the haul was short and rates low. The falling off in freight on corn is shown by the fact that during the five months ending December 31, 1887, the road carried into Chicago and St. Louis 12,237 car-loads of corn, against 21,209 car-loads in 1886.

Operating expenses showed an increase in 1887 over 1886 of \$1,606,229.89, due chiefly to unusually heavy expenditures for steel rails and ballast, to the increase in mileage, and to the large volume of tonnage referred to above. The cost of operating per mile of road in 1887 was \$3,797.57 against \$3,871.67 in 1886, a decrease of \$74.10 per mile.

The total sales of the land department during 1887 were 14,436.80 acres, of which 7,357.32 acres were in Iowa and 7,079.48 in Nebraska. The average price realized for the Iowa land sales was \$7.03 per acre and in Nebraska \$7.30. The total receipts from land sold amounted to \$103,463.69. In Iowa were reverted 1,892.22 acres, representing \$26,242.98, and in Nebraska 3,742.75 acres, representing \$22,335.01. The net receipts of operations for the year may be summed up as follows: Net sales for the year in Iowa, 5,465.10 acres, for \$25,481.13, an

average of \$4.66 per acre; in Nebraska, sales of 3,336.75 acres for \$29,404.57, an average of \$8.81 per acre.

The year 1888 proved one of serious reverses to the company. The gross earnings per mile of road operated were \$4,895.90, as against \$6,505.33 in 1887, while the operating expenses, including taxes, were \$3,886.08 per mile in 1888, as against \$3,797.58 in 1887. A comparison of these figures shows a decline in net earnings per mile of \$1,697.93. The percentage of operating expenses to gross earnings was 79.37 against 58.38 the year before. After paying fixed charges, including about \$700,000 contributed to sinking funds; and dividing five per cent. upon the capital stock, the account showed a deficiency of \$4,331,425.41, which it was found necessary to take from the accumulated surplus of the company. Chief among the causes of this falling off in net revenue from the operations of the road was the strike of engineers and firemen in February; besides this there was a diversion of traffic to new competing lines and also a decline in rates as compared with the year before. The management of the company, in speaking of this falling off in rates in the report for 1888, say: "This decline has been due principally to the difficulty of self-regulation among the railroads without the right to pool, which was taken away by the inter-state commerce law. An effort is now being made among the railroads west of Chicago to provide, through an association, with competent men as arbitrators, for the maintenance of uniform rates, which it is hoped will be successful."

The increase in expenses for the year was partly due to the fact that the average number of miles operated in 1888 was 4,859 as against 4,239 in 1887. This new mileage was chiefly in a new country, where the crops were little or nothing in 1887, and where the company did not feel the effects of the better crops of 1888.

The total length of road in operation at the end of 1888 was 4,917 miles, or 244

miles more than at the beginning of the year. This increase was due to the construction and extensions of new lines as follows :

In Illinois, the Illinois Valley and Northern railroad, from Streator, northwest to Walnut, on the branch from Mendota to Fulton, commenced in 1887 and completed and opened for business June 1, 1888, 58.734 miles. This road, in connection with the Chicago, Burlington and Northern railroad, forms a line between the Streator coalfields and St. Paul 52 miles shorter than the old route, *via* Aurora.

In Iowa, an extension of the Nebraska railway from Nebraska City, over the Nebraska City bridge, to a connection with the Kansas City, St. Joseph & Council Bluffs railroad to Morrison, Iowa, completed and opened for business August 12, 1888; length in Iowa 1.130 miles.

In Nebraska, an extension of the Nebraska railway, from Nebraska City, as above described. Length in Nebraska, .960 miles. An extension of the main line of the Grand Island & Wyoming Central railroad, from Whitman west to Alliance, completed and opened for business February, 3, 1888, 69.600 miles. An extension of the main line of the Lincoln and Black Hills road, from Greeley Centre northwest, to Ericson, completed and opened for business May 7, 1888, 18.550 miles.

In Kansas, an extension of the main line of the Beaver Valley railroad, from Blake-man southwest to St. Francis, completed and opened for traffic July 8, 1888, 39.210 miles.

The report of the land commissioner of the company for Iowa showed sales during the year 1888 of 4,571.48 acres, and reversions of 2,375.59 acres, leaving net sales amounting to 2,195.89 acres. The receipts from the land sales were \$39,204.06, the average price being \$8.57 per acre, while the value of the land reverted was \$29,871.23. The average price received for the net sales was \$4.25 per acre. In Nebraska, the gross

sales amounted to 3,713.35 acres and the reverted to 1,273.38 acres. The gross receipts were \$34,167.96, the reverted land representing \$9,872.78. A comparison of these figures shows as the result of its operations in Nebraska net sales of 2,439.97 acres for \$24,295.18, an average of \$8.81 per acre.

The year 1889 witnessed an increase of 224 miles in the actual length of the road in operation and 110 miles in the average number of miles operated, as compared with the year preceding. The financial receipts of the year were of a character more satisfactory to the directors and stockholders than were those of 1888, the gross earnings per mile of road operated being \$5,389.07, as against \$4,895.90 the year before, while the operating expenses, including taxes, were \$3,560.18 per mile in 1889, as against \$3,886.08 in 1888. The percentage of operating expenses to gross earnings was reduced from 79.37 to 66.06 per cent.

The effort to unite the railroads west of Chicago in the maintenance of uniform rates, to which reference has been made before, taken from the report of the president for 1888, culminated in the formation of an association, embracing most of the important lines, in the spring of 1889, and an agreement was made which, it was expected, would tend to promote confidence and harmony, and in time become effective as a steadying and regulating influence. Certain essential members, however, withdrew from the agreement and the arrangement came to nothing. In reference to this subject and to the general effect of the inter-state commerce law upon the railroads of the West, the directors say in their annual report: "Present returns certainly do not encourage the investment of additional capital; and we have spent new money only when it seemed urgently necessary. Should existing conditions continue, it is, of course, a question of time merely when we must stop entirely adding to or improving the property."

Notwithstanding this gloomy outlook the company expended during 1889 the sum of

\$3,128,834.60 for construction and \$796,911.98 in equipment. Extensions and new branches were constructed as follows:

In Nebraska, a branch of the Grand Island and Wyoming Central from Alliance northwest to the west line of South Dakota; an extension of the Republican Valley and Wyoming from Culbertson to Beverly. In South Dakota, a branch of the Grand Island and Wyoming Central railroad was constructed from the south to the west line of the State. In Wyoming, the Grand Island and Northern Wyoming road was extended from the west line of South Dakota to Cambria. In Colorado, the Denver, Utah & Pacific road, from Denver to Lyons was constructed.

The business of the land departments of the company may be summarized as follows: In Iowa, the gross sales for the year were 4,443.61 acres, for \$24,874.59, an average price of \$5.59 per acre, while there reverted to the company 1,614.48 acres, representing \$18,824.74, leaving, as net receipts for the year's operations, sales of 2,829.13 acres for \$6,049.85, an average of \$2.13 per acre. In Nebraska there were sold 3,275.54 acres, at an average price of \$7.94 per acre, the gross receipts being \$26,022.02. The value of the 4,996.87 acres which reverted was \$21,240.91, leaving, as net receipts for the year's operations, an increase of 1,721.42 in the number of acres of unsold lands.

In 1890 the total outlay on construction account was \$4,019,231.65, of which sum \$2,898,255.30 was expended on account of new lines in South Dakota and Wyoming as follows:

A branch of the Grand Island and Wyoming Central railroad, between Edgemont and Deadwood, was completed to Hill City; and the Grand Island & Northern Wyoming line from Newcastle was constructed northwest to Merino: The sum of \$446,755.92 was expended on equipment.

The actual length of road was increased seventy-five miles, making the total mileage 5,216, while the average number of miles

operated was 4,360 or 191 miles more than the year before.

During the first half of the year the net earnings were all that could be reasonably expected in view of the exceedingly low rates, but the injury to the corn crop of Iowa, Nebraska and Kansas by drought caused a falling off during the latter half of the year, so that the company did not quite earn the five per cent. dividend which was paid.

In Iowa, the sales of the company's lands amounted to 1,708.11 acres, for \$15,438.80, the average price being \$9.03 per acre. In Nebraska, the gross sales for the year were 1,840.29 acres, for \$19,851.75, the average price paid being \$10.78 per acre. The lands reverted amounted to 879.85 acres, representing \$7,049.40. The net receipts of the year's operations were sales of 960.44 acres for \$12,802.35, an average price of \$13.32 per acre.

The financial operations of the Chicago, Burlington & Quincy railroad, with the tonnage of freight and number of passengers carried from 1873 to 1890, are given below:

YEAR.	TONS OF FREIGHT MOVED.	REVENUE.	NO. OF PASSEN- GERS CARRIED.	REVENUE.
1873....	2,221,744	\$ 8,195,345 78	1,706,734	\$2,576,061 25
1874....	2,420,628	8,603,826 15	1,830,453	2,648,840 79
1875....	2,711,972	8,502,617 37	2,019,484	2,677,942 44
1876....	2,892,614	8,821,225 16	2,393,779	2,651,888 54
1877....	3,249,625	9,534,454 54	2,009,367	2,483,400 43
1878....	3,975,010	11,152,178 68	2,014,511	2,139,180 46
1879....	2,076,184	11,650,622 56	2,076,184	2,566,652 19
1880....	6,639,186	16,054,196 61	2,800,151	3,534,209 25
1881....	6,710,750	16,595,818 82	3,202,817	3,616,686 57
1882....	6,346,259	15,711,609 52	3,367,898	4,756,992 48
1883....	7,645,701	19,514,160 97	4,123,638	5,285,839 10
1884....	7,525,997	18,514,160 97	4,519,185	5,339,866 15
1885....	8,431,808	19,565,853 41	5,134,312	5,286,407 70
1886....	8,534,708	19,367,935 48	5,213,595	5,633,290 77
1887....	9,752,325	18,675,655 04	5,750,348	6,629,859 06
1888....	9,056,065	15,484,035 38	5,968,148	6,146,120 94
1889....	9,815,030	18,190,817 68	6,196,131	6,233,569 93
1890....	.....	18,843,104 14	.....	6,369,645 59

The Chicago officers of this road (1892) are as follows: J. C. Peasley, first vice-president and treasurer; G. B. Harris, second vice-pres't.; C. M. Dawes, attorney; John L. Lathrop, auditor; W. F. Merrill, general manager; E. J. Blake, chief engineer; J. D. Besler, general superintendent; Thomas Miller, general freight agent; P. S. Eustis, general passenger and ticket agent. (No Chicago directors).

YEAR.	GROSS RECEIPTS.	OPERATING EXPENSES.	PER CT.	NET EARNINGS.	FIXED CHARGES, INTEREST, RENTALS, SINKING FUND, ETC.	NET INCOME.	DIVIDENDS.	SURPLUS.
		AMOUNT.						
1872†	\$ 7,369,009 58	\$ 4,949,832 75	65.30	\$ 3,619,176 83	\$ 1,809,319 85		\$ 1,783,944 87	\$ 498,682 95
1872‡	5,524,730 85	3,208,786 45	58.39	2,315,944 42	672,762 68	\$ 800,856 98	932,645 00	710,536 74
1873	11,405,371 92	6,434,767 82	56.41	4,970,604 10	2,133,605 44	1,643,181 74	2,576,770 08	280,082 58
1874	11,655,317 52	6,513,512 39	55.93	5,131,805 13	2,045,323 13	2,839,852 66	2,661,089 25	425,393 75
1875	11,791,361 03	6,430,122 59	54.53	5,361,238 44	2,280,128 32	3,081,483 00	2,685,555 59	415,594 52
1876	12,067,794 85	6,808,545 32	56.76	5,189,249 53	2,295,242 75	3,101,110 11	2,749,065 37	144,841 41
1877	12,551,454 54	7,178,313 94	58.38	5,373,140 60	2,512,409 95	2,894,006 78	2,479,714 66	381,015 99
1878	14,119,675 46	7,871,915 15	55.00	6,247,760 31	2,534,975 95	2,860,730 65	2,212,327 04	1,499,940 80
1879	14,817,106 72	7,557,067 23	49.40	7,260,038 49	2,520,523 77	3,712,770 34	3,081,985 17	1,657,529 55
1880	20,492,046 59	9,801,493 74	47.80	10,257,552 85	4,049,108 79	4,730,514 72	4,366,063 99	2,272,890 17
1881	21,324,150 35	11,066,514 70	51.80	10,257,635 65	4,422,387 62	6,638,442 06	4,349,286 54	1,476,881 49
1882	22,023,303 70	11,283,963 00	52.40	10,719,340 70	4,664,103 20	5,829,260 03	5,023,599 24	1,011,738 26
1883	26,059,381 98	13,496,477 69	51.70	12,938,071 85	4,838,954 84	6,055,337 50	5,666,484 20	2,457,046 58
1884	26,059, 81 98	14,090,746 34	55.30	11,959,635 64	5,380,950 16	6,054,130 78	5,666,560 00	1,011,115 48
1885	27,148,857 70	14,405,761 61	54.25	12,743,096 09	5,127,863 91	6,578,685 48	6,110,572 00	1,504,654 18
1886	27,343,750 47	14,491,633 15	54.22	12,852,067 32	5,214,513 85	7,457,016 33	6,110,722 10	1,526,831 47
1887	28,435,132 89	16,097,914 04	58.38	11,478,219 85	5,286,084 56	7,037,553 47	6,111,064 00	940,071 29
1888	28,965,768 20	18,882,459 97	79.37	4,906,308 59	5,996,713 20	7,051,135 29‡	3,819,578 00	‡ 4,739,880 97
1889	27,451,176 04	17,690,547 45	66.96	9,760,628 59	6,362,202 66	‡ 3,698,125 63†	3,065,704 00	342,721 03
1890	28,710,456 42	18,749,099 19	67.92	9,960,757 23	6,443,562 66	3,517,193 57	3,819,630 00	302,435 43

The project of a line of road stretching from Chicago towards the Pacific was first suggested in 1828 by William C. Redfield, of New York, a traveler for pleasure in the West, as heretofore related. On his return to the East Mr. Redfield published a pamphlet calling attention to the feasibility of a route almost identical with the one now operated by this company. In 1847, public attention was again directed toward the scheme by the granting of a charter to the Rock Island & La Salle railroad company. The capital stock of this inchoate corporation was fixed at \$300,000 and the following named gentlemen were appointed commissioners to receive subscriptions for the same: Joseph Knox, F. R. Brunol, N. B. Buford, William Vandever and Nathaniel Belcher, of Rock Island county; Joshua Harper and James G. Bolmer, of Henry county; Cyrus Bryant, Justus Stevens and R. T. Templeton, of Bureau county; John V. Horr and William H. W. Cushman, of LaSalle county. Nothing was done under this charter; not that the spirit was not willing, but the citizens of Chicago were not financially able to undertake the accomplishment of so great a work. Enthus-

iasmatic meetings were held, and the voice of Stephen A. Douglas was brought to bear in behalf of the plan, but without practical result. It was not until 1850, in which year railroad matters began to engross more of the public attention in consequence of the magnificent grant of land by Congress to the Illinois Central, that the enterprise really took tangible shape. In that year Henry Farnam, of New Haven, Conn., visited Chicago upon the invitation of Wm. B. Ogden, to supervise the construction of the Galena & Chicago Union road. Shortly after arriving here, he examined the proposed Rock Island route, and the possibilities of the enterprise so impressed themselves upon his mind that he wrote to a friend, Joseph E. Sheffield, a New Haven capitalist, to come to Chicago and inspect the route. As a result of Mr. Sheffield's compliance with his friend's request a charter for building the road was obtained from the Illinois legislature. The charter secured was in many points identical with that previously granted to the Rock Island & LaSalle company, but contained some important new provisions. The company was authorized to construct a line between Rock Island and Chicago; the name was changed to the Chicago & Rock Island railroad company; additional subscriptions of \$300,000 were required and the number of directors

† For the fiscal year ending April 30, 1872.

‡ Only the eight months between May 1, 1872, and January 1, 1873, are covered, owing to a change in the limit of the fiscal year.

‡ Deficit.

increased ; the Illinois and Michigan canal was to be paid certain sums of money as tolls, provided that the trustees should grant to the company the right of way through the canal lands by or before the first Monday in June, 1851. These provisions were contested in the courts and decided in favor of the company. The final amendment of the charter was made on February 7, 1851, and by the 15th of the same month the requisite amount of new stock had been taken, and by April the surveys, which had been progressing since December, 1850, were nearly completed.

On November 12, 1850, it having been ascertained that a sufficient amount of stock had been subscribed, namely: \$129,300 in Scott county, Iowa; \$75,800 in Rock Island; \$50,000 in Bureau county; \$20,000 in Henry county; and \$25,000 in LaSalle county, Illinois, an organization was effected with James Grant as president, and Richard P. Morgan, chief engineer. The surveys and estimates were completed in August, and on the 25th of that month a conference was held between the executive committee of the road and Messrs. Farnam and Sheffield in New York city. At this meeting, the respective parties concluded a contract for the building and equipment of the road from Chicago to the Mississippi river for the sum of \$3,987,688, which was equivalent to about \$22,000 per mile. The terms contemplated the payment of \$500,000 in cash, in monthly installments of \$25,000; \$2,000,000 in seven per cent. first mortgage bonds; certificates of full stock at par, bearing interest at ten per cent. and payable in stock when the road was finished, \$1,487,688. The board of directors met at Rock Island on the 17th of the next month, (September) and approved the contract. The election of directors and officers held December 22, 1851, resulted in the choice of the following gentlemen: John B. Jervis, president, New York; James Grant, vice-president, Davenport, Iowa; Elisha C. Litchfield, Detroit; John Stryker, New York; Isaac Cook, assistant treasurer, Chicago; George

Bliss, Springfield, Mass.; Lemuel Andrews, Rock Island; N. D. Elwood, secretary, Joliet; T. D. Brewster, Peru; John Stevens, Indian-town; Charles Atkinson, Moline; P. A. Whittaker, Rock Island; Ebenezer Cook, Davenport, Iowa—all the above being directors; Azariah C. Flagg, treasurer, New York; William Jarvis, chief engineer.

On April 10, 1852, under the superintendence of Mr. Farnam, work was begun; and five months thereafter, in October, the first passenger train passed over the road from Chicago to Joliet, a distance of forty miles. From this time forward the work progressed rapidly; four hundred and eighty-five miles being opened to the public by February 22, 1852. Original estimates for construction and equipment, right of way, fencing and interest on stock to the time of completion amounted to \$4,289,436. From the commencement, however, the success of the road was phenomenal, and it was soon found that an increase of equipment was necessary in order to meet the wants of the constantly growing business. The purchase of more rolling stock and the extra work performed by the contractors not provided for in the contract or original estimates, involved an additional outlay of \$291,000. The road was turned over to the company by the contractors on April 10, 1854, eighteen months earlier than the time specified in the contract. Its cost at that time had been nearly four and one-half million dollars, it having been found necessary to expend more than had been expected in securing right of way, in the purchase of station grounds and in the payment of interest on stock issued during the construction of the road.

The charter of the Mississippi & Missouri road authorized the construction of a line running Northward from the Eastern boundary of Iowa. This "Eastern boundary" was the middle thread of the channel of the Mississippi, and the Illinois charter last above mentioned, together with the charter of the Iowa line, formed the legal authorization for the construction of a bridge.

A bridge across the Mississippi river at Rock Island was completed April 21, 1856, a company for that purpose having been incorporated by the Illinois legislature Jan. 17, 1853. *Trains commenced crossing thereon on May 6. By the burning of the steamer "Effie Afton," two hundred and fifty feet of the bridge were destroyed, but the damage was repaired by fall. The bridge was under the joint control of the Chicago & Rock Island and Mississippi & Missouri companies, bonds for its construction having been issued and guaranteed by them and further secured by a deed of trust, executed to A. C. Flagg, treasurer of both corporations.

The Peoria & Bureau Valley railroad, extending from Bureau Junction, on the line of the Chicago & Rock Island railroad to Peoria, was completed in 1854 by the Peoria and Bureau Valley railroad company, and immediately leased in perpetuity to the Chicago & Rock Island railroad company. It has continued to form a part of the property held by that company up to the time of the consolidation, and is now held and controlled by the consolidated company.

In the meantime the idea of constructing a line across the State of Iowa, which was to be, virtually, an extension of the Chicago & Rock Island road, had not been abandoned. In 1852, surveys of three routes, commencing at Davenport, opposite Rock Island, were commenced; and in December of that year a meeting of those interested in the project was held at Davenport. It was determined to form an association under the general law of Iowa, and the articles of the incorporation were duly filed on February 1, 1853. The incorporators contemplated the building of a line from Davenport, on the eastern boundary of the State to a point at or near Council Bluffs at the extreme west. The management of the Chicago & Rock Island road was not slow in perceiving the advantage which the construction of this line would give to their own road. Accordingly a committee,

consisting of William B. Ogden, William Wolcott and Ebenezer Cook, directors, and Henry Farnam, chief engineer, visited Davenport, Iowa, and conferred with the leading citizens of that place upon the subject of the proposed road. The committee also visited Muscatine, Iowa City and Cedar Rapids, where conferences of a similar nature were held. As a result of these interchanges of views the articles of the association were so changed on June 9, 1853, as to include the construction of a line to the southwestern point of the State, via Muscatine, and to the northwestern section, towards Cedar Rapids. The building of such a system would provide the farmers of central, southern and northern Iowa with a ready outlet to market for their crops, and there was general rejoicing in all the counties lying along the proposed route. On August 16, 1853, the contract was let for the building of the first two sections of the road, between Davenport and Iowa City, fifty-five miles, and from the Junction to Muscatine, a distance of twelve miles. Work was begun at once under the supervision of John B. Jervis engineer, and the first two portions of the line were completed by January 6, 1856. Congress had made a grant of land to the State of Iowa for railroad purposes, which was accepted the following summer, to be held in trust, on condition that the Mississippi & Missouri railroad should be completed by the close of 1865. This line subsequently became a portion of the Chicago, Rock Island & Pacific, as will be described later.

It is now necessary to return to the history of the Chicago & Rock Island company proper.

To meet the growing requirements of the grain trade, in pursuance of the expressed wish of the stockholders, the company constructed its first elevator at Chicago during the year 1855. Its capacity was 700,000 bushels, and its cost was \$125,000. In 1856, the time for holding the annual meeting was changed to July, at which date the general officers of the company were as follows: Henry

*As to an application for an injunction to restrain the company from erecting this bridge, see the United States v. The Railroad Bridge Company, McLean Rep. 517.

Farnam, president; A. C. Flagg, treasurer; Francis H. Tows, secretary; John F. Tracy, superintendent; James L. Elwood, cashier; John P. Babcock, general freight agent; W. L. St. John, general ticket agent.

The amount of business done by the company during the first two years of its existence was truly remarkable for a new railroad corporation. From July 1, 1854, to July 1, 1855, the total receipts from the transportation of passengers, freight and mails were \$1,242,906.19; during the twelve months next following, \$1,416,304.08. During the third year, on July 1, 1857, the receipts showed an increase of more than \$400,000.

During the year last mentioned, Mr. Elwood succeeded Mr. Babcock as general freight agent, and Frank D. Sherman became cashier in place of Mr. Elwood; no other changes were made in the staff of general officers. In July, 1858, E. W. Dunham was elected treasurer in place of Mr. Flagg.

The next summer occurred what is popularly known as "the Pike's Peak fever," and the road determined to make an effort to secure its share of consequent travel westward. In connection with the Mississippi & Missouri road and the Western Stage company it sold tickets from Chicago to Pike's Peak for the sum of \$100. This rate included meals west of the Missouri river, and was considered so low, in view of the distance, that many emigrants who had begun to make preparation to go by wagon made the trip by rail and stage.

The company, however, was not to be permitted to enjoy the use of its bridge at Rock Island without forcible protest. The city of St. Louis at that time depended chiefly upon the northern river trade for its business, and complained that the big bridge interfered with the navigation of the stream. Several vessels were wrecked against its abutments, and the company was made defendant in numerous suits for damages. So determined was the opposition to the existence of the bridge that in June, 1859, it

resorted to an attempt to destroy the structure by incendiarism. During that month the watchman on the bridge discovered a quantity of powder and sulphur, oakum, saltpetre, camphene, brimstone, lath, etc., which had been placed there in the evident hope that a spark or burning coal from some passing locomotive might cause the conflagration. The respectable element of the opposition was led by the Chamber of Commerce, of St. Louis. They undertook the prosecution of the damage cases growing out of wrecking of vessels against the bridge, when the owners were willing to make oath that the loss was occasioned directly by the obstruction, and that the destruction had not been voluntarily caused. Meanwhile the Chicago & Rock Island company had employed the detective agency of Cyrus Bradley, of Chicago, to unravel what was believed to be a conspiracy to destroy the bridge. As a result of the work of the detective agency certain parties were arrested, charged with conspiring to burn the structure. Upon trial of the case the defendants were acquitted.

In April, 1864, the completion of the Mississippi & Missouri line to the junction of the Union Pacific was so well assured, that the directors of the Rock Island company entered into a contract with the Iowa road for a business connection, to continue twenty years. In consideration thereof, the Rock Island company agreed to advance one-half million dollars to aid the construction of the Mississippi & Missouri.

In October, 1864, the two companies entered into a contract whereby the Iowa corporation agreed to sell its line to any company which the Chicago & Rock Island might organize and designate by December 1, 1865, by which date the mortgage on the Mississippi & Missouri was to be foreclosed, so that a clear title might be obtained by the purchasers. The price to be paid was \$5,500,000, and bonds to the amount of \$9,000,000 were to be issued by the consolidated company, and a sinking fund to be

created sufficient to retire them. In case no consolidation was effected, the corporation organized by the Rock Island company was to issue bonds to the amount of \$7,000,000, and after the first of December, 1865, the date fixed for the sale, the Mississippi & Missouri line was to be operated by the Chicago & Rock Island Company.

The election of officers April 1, 1865, resulted as follows: Charles W. Durant, president; John F. Tracy, vice-president; E. W. Dunham, treasurer; Francis H. Tows, secretary; W. L. St. John, superintendent.

On May 28, 1866, Charles W. Durant and Francis H. Tows, of New York; John F. Tracy of Chicago, and Ebenezer Cook of Davenport, filed articles of association of the Chicago, Rock Island & Pacific Railroad Company, in Iowa. This company was to operate the old Mississippi & Missouri line, and to acquire title to the land granted by Congress on May 15, 1856. The capital stock was fixed at \$12,000,000 and the first board of directors was as follows: C. W. Durant, Francis H. Tows, John F. Tracy, Ebenezer Cook and Edward W. Dunham. Authority was conferred upon the directors to execute a lease of the road to any company which they might see fit. A foreclosure sale took place, under decree, on July 9, 1866, the Illinois corporation being purchaser thereat. On August 20, 1866, the two companies were consolidated under the name of the Chicago, Rock Island and Pacific Railroad Company, with a capital stock equal in amount to the sum of the stock of both companies, and a board of thirteen directors.

The first board of new directors was as follows: Charles W. Durant and Clark Durant, of New York; John F. Tracy, of Illinois; Ebenezer Cook, of Iowa; E. W. Dunham, Thomas T. Sturges, F. H. Tows, Oliver Charleck and Robert A. Forsyth, of New York; N. B. Curtis, of Illinois; David Dows, Thomas C. Durant and David Crawford, Jr., of New York.

For the year ending April 1, 1867, the president and general superintendent of the

Chicago, Rock Island & Pacific was John F. Tracy; treasurer, E. W. Dunham; secretary, Francis H. Tows; assistant general superintendent, P. A. Hall. W. F. Coolbaugh succeeded Mr. Dunham as treasurer the next year, and Ebenezer Cook followed Mr. Tows as secretary.

The road to Des Moines was opened for travel on December 9, 1867, in pursuance of the contract originally made between the two companies, to which reference has already been made. During this year, also, extensive shops and a round house which contained stalls for forty engines was built upon the thirty acres of land situated four and one-half miles south of the companies' passenger depot in this city.

In 1870 the officers of the road were as follows: John F. Tracy, president; Hugh Riddle, general superintendent; Francis H. Tows, secretary and treasurer; and P. A. Hall assistant general superintendent.

The year 1869, witnessed a heavy drain upon the company's finances. During that year a contract was entered into between the company and the United States government, providing for the erection of a new bridge between Rock Island and Davenport, the line across the island to be so changed as to accommodate work being done by the government. Expense was to be shared jointly, the railroad share amounting to \$600,000, of which one-half was to be paid that year. The company was also to guarantee the bonds of the bridge company to the amount of \$400,000, which matured January 1, 1870. In addition to these sums, first mortgage bonds of the Chicago & Rock Island company to the amount of \$1,397,000 matured on July 10, 1870.

The road was open to Council Bluffs, on the Missouri river, June 7, 1869. The land grants of Congress had, by this time, been adjusted, except in one district, and the company found itself the owner, from grant and purchase, of 552,649 acres.

In November, 1869, Hugh Riddle became general superintendent, and a new election

of officers was held on June 4, 1870, resulting in the choice of the following staff: John F. Tracy, president; Ebenezer Cook, vice-president; Francis H. Tows, secretary and treasurer; F. D. Sherman assistant treasurer; Corn Exchange Bank, of New York, register of stock; P. A. Hall, assistant superintendent; and George C. Campbell, solicitor.

In 1871 the receipts of the road had increased to the sum of \$6,028,287.29, while the disbursements were \$3,405,459.06. The sum of \$1,718,184.51 had been expended on account of construction and equipment. Several new locomotives had been added to the rolling stock, which at that time consisted of one hundred and forty-five locomotives, two thousand eight hundred and fifty freight cars, fifty-three day coaches and ten sleeping coaches. The number of employes upon the pay roll was four thousand, and the company had transported 1,828,690,104 pounds of freight and more than 708,000 passengers.

Work had progressed rapidly upon the line from Washington, Iowa, to Leavenworth, Kansas, which was known as the Chicago & Southwestern. This branch was open from Washington to Princeton, a distance of 145 miles by 1871. During this year, also, by another act of Congress, approved June, 1864, the land department of the company had acquired title, from the Department of the Interior, to 160,373 acres of land. Sales for the year amounted to 28,022 acres, bringing in the sum of \$213,575.

Other branches were also opened this year, the mileage of those begun and completed amounting to two hundred and thirty-nine. Among them was the new line to the new bridge at Leavenworth, Kas., which was open for traffic on October 9, 1871. At the close of that year the entire system operated by the company was as follows: Chicago to Davenport, one hundred and eighty-three miles; Davenport to Council Bluffs, three hundred and ten miles; Washington, Iowa, to Leavenworth, Kas., two hundred and

seventy-three miles; Des Moines, Indianola & Winterset line, forty-seven miles; Bureau Junction & Peoria, forty-six miles; Washington & Sigourney, Iowa, twenty-nine miles; Atchison branch, twenty-nine miles; from Centerville, Mo., to Cameron, Iowa, one hundred and twenty-nine miles. Total, one thousand and forty-six miles.

In 1872, the Des Moines, Winterset & Southwestern railroad began the construction of a branch from Somerset, on that road, to Winterset, twenty-six miles. The bonds having become the property of the Chicago, Rock Island & Pacific company, for advances made, the mortgage was foreclosed and a decree of sale entered in the spring of 1877.

The losses of the company in the fire of 1871, included the passenger depot (owned jointly by the Rock Island and Lake Shore companies), the general offices, the freight depot and a quantity of rolling stock. The direct pecuniary damage resulting was \$300,000, of which \$45,439.60 was recovered by insurance. The work of re-building the passenger depot, on a larger and better plan, was commenced 1872.

The Mississippi river bridge, work on which had been begun in 1869, was opened in 1872.

In 1874, a corporation known as the Calumet & Chicago Canal & Dock company, having graded a road from a point on the Rock Island road, about ten miles from the city, to the harbor at the mouth of the Calumet river, six and one-half miles in length, proposed to the Chicago & Rock Island company to convey it to that corporation, with right of way, provided the latter would lay the track and complete and operate the road. The offer was accepted, and, during the year, the track was laid.

During 1876, the Oskaloosa branch was completed by being extended from Oskaloosa to Knoxville. This branch runs from Wilton, twenty-five miles west of the Mississippi river, south to Muscatine, thence westerly to Oskaloosa, a distance of one hundred and three miles. An addition of nearly three

miles of track was also made on the South Chicago branch.

The most important event in the history of the company during the fiscal year 1876-77, was the formation in August, 1876, of the Iowa Southern & Missouri Northern railroad company—duly incorporated, with full power to purchase the main line of the Chicago & Southwestern, the Des Moines, Indianapolis & Missouri, and the Des Moines, Winterset & Southwestern railways. On November 1, 1876, a sale of the entire property of the Southwestern company was made under a decree of foreclosure, and the Iowa Southern & Missouri Northern company became the purchaser. The new corporation likewise purchased under foreclosure the Des Moines, Indianola & Missouri railroad, a line extending from Des Moines to Indianola, and also completed arrangements for the purchase of the Des Moines, Winterset & Southwestern railroad. The Fort Leavenworth railroad company in June, 1878, leased its line, extending from the western terminus of the Kansas and Missouri bridge over the military reservation to the corporate limits of the city of Leavenworth, to the Iowa Southern & Missouri Northern railroad company. This lease is in perpetuity.

In June, 1877, the Iowa Southern & Missouri Northern leased to the Chicago, Rock Island & Pacific railroad company, for a term commencing on the first day of April, 1877, and continuing during its corporate existence, the railroad formerly known as the main line of the Chicago & Southwestern railway, from Washington in the State of Iowa, to the terminus on the Missouri river opposite the city of Leavenworth in the State of Kansas; the Fort Leavenworth railroad in Kansas; the Des Moines, Indianola & Missouri railroad, and the Des Moines, Winterset & Southwestern railroad, after the same should have been acquired by the lessor.

The property at this time owned, leased or controlled by the Chicago, Rock Island & Pacific, was;

	MILES.
Chicago to Council Bluffs (main line)	500½
Peoria & Bureau Valley railroad (branch).	46½
Oskaloosa branch.....	128
Indianola & Winterset branch.....	54
South Chicago branch	9
Chicago & Southwestern, including Fort Leavenworth railroad.....	271
Total	1,008½

A serious accident, by which eighteen lives were lost and thirty-five persons were injured, occurred during the fiscal year 1877-78, near Altoona, Iowa. The disaster was caused by the washing out of a twelve-foot arch culvert, in consequence of which a train was precipitated into the stream below, which had been swollen by a sudden and violent storm. This accident, with others of less importance, demonstrated the necessity of still further improvement in the road-bed and track, in order to bring it up to a standard of excellence which should insure the highest degree of safety and economy in operating, and the management at once resolved upon making the necessary outlay.

During the fiscal year 1878-79, a re-funding was successfully carried out, by which the interest on the company's bonded debt was reduced from seven to six per cent. The annual saving of interest from this source was \$90,000, the bonded debt remaining the same.

In 1878, two branch roads, known as the Audubon and Harlan branches, were opened, being respectively twenty-five and thirteen miles in length, and running to the centres of Audubon and Hardin counties, Iowa, the lines being operated under leases.

During the early part of 1878, the company received proposals looking to a lease of the Keokuk & Des Moines railroad (162 miles), running between the points named. The line had been a formidable competitor of the Chicago, Rock Island & Pacific, and the proposition was accepted. The lease of this road and the building of the branches in Iowa increased the total number of miles of

road owned and controlled by the company to 1,231.

September 30, 1879, a contract of lease was entered into between the Burlington, Cedar Rapids & Northern railroad company and the Chicago Rock Island and Pacific, by which the first named leased to the last its main line of railroad, extending from Burlington, in the State of Iowa, to Albert Lea, in Minnesota; its Milwaukee division extending from Linn station, on the main line, to Pottsville; its Pacific division extending from Vinton, Benton county, to Holland, in Grundy county; its Muscatine division from Muscatine to Riverside; the Chicago, Clinton & Western railroad extending from Clinton to Iowa City (a portion only completed); and the Iowa City & Western railroad to be completed from Iowa City to What Cheer. This lease was to extend only to June, 1880, if not ratified by a vote of the majority in control of the stock of each company.

In December, 1879, an arrangement was effected with the Hannibal & St. Joseph railroad company, whereby, for a period of twenty-five years, the Chicago & Rock Island trains were to be allowed to run from Cameron to Kansas City over the tracks of the former road, and to use, jointly with the Hannibal & St. Joseph railroad, the track, freight depot, and other facilities of the latter at Kansas City. An arrangement was also made with the Union Passenger Depot Company, whereby the Chicago, Rock Island & Pacific company was accorded, on equal terms, the same right and privileges in the Union Passenger depot at Kansas City as were enjoyed by the eight other companies whose trains ran to that point. An equitable traffic contract was also made with the Hannibal & St. Joseph railroad company, to transport passengers and freight of the Rock Island company between Cameron and Kansas City. Under these agreements, trains began running between the last named point and Chicago, over the Rock Island route, on January 5, 1880.

The decided advantage to the company of

this arrangement was shown by a notable increase in earnings; the gain in gross earnings for the fiscal year ending March 31, 1880, over the preceding twelve months being \$1,651,829.05, and in net earnings, \$935,155.43.

The policy of extending the road in Iowa by the opening of branches was not abandoned in 1880. The construction of three such branches, averaging fifteen miles each, was commenced during the year, and completed in December, as well as a short branch, two and one-half miles in length, extending from a point on the Keokuk & Des Moines division, to Keosauqua.

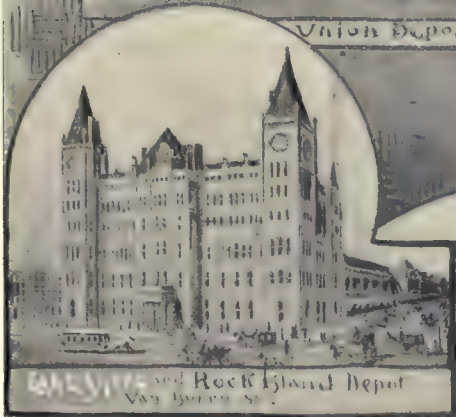
The sales of land during the year demonstrated the wisdom of the company's policy of opening up territory to actual settlement by the construction of branch lines. On March 31st, 1880, only about 185,000 acres remained unsold, and the land commissioner, in his report for the year, expressed his opinion that the result of another good crop would be the sale of the greater part of the desirable lands.

On June 2, 1880, the Chicago, Rock Island & Pacific railroad company was consolidated, by vote of the stockholders, with other railroad companies owning or leasing railroads in Iowa and Missouri, under the name of the former. At date of consolidation, the new company became the owner of 1,038 miles of railroad, and was operating, under lease, 273 miles, making a total of 1,311 miles. Subsequent to that date, and during the year, 42.6 miles of branch lines were built, as has been already stated.

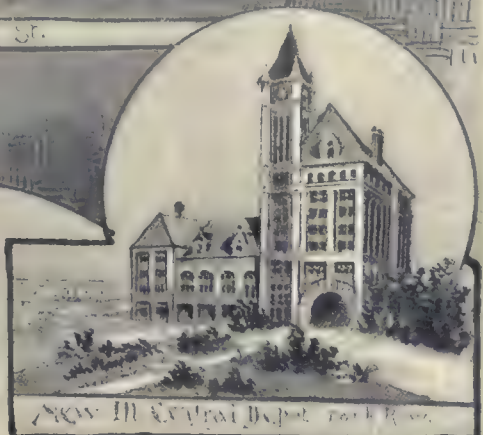
The large increase in traffic to and from the Southwest, which resulted from gaining an entrance into Kansas City, convinced the directory of the expediency of constructing a line from Davenport to Muscatine, along the western bank of the Mississippi. Surveys were made and work begun in August, 1880, and on November 6, 1881, the new branch (26½ miles in length) was opened for traffic. Its construction reduced the time of the southwestern trains, while at the same time, by forming a connecting link, it prac



Union Depot Canal St.



Erie and Rock Island Depot Van Buren St.



New York Central Depot Park Ave.



Grand Central Depot 5th Avenue & 42nd St.



The Northwestern Depot - Wells St.



Dearborn Station. Park and Dearborn St.

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tically completed a second line between Davenport and Des Moines. The total mileage of road operated by the company was thus increased to 1,381 miles.

The history of the succeeding two years presents no items of special interest. A steady reduction in freight rates and a general depression in business caused a reduction in earnings. The demand for the company's land still continued, the average price received per acre being \$9.63 in 1884 and \$10.91 in 1885, and the number of acres unsold, to which title was believed to be perfect, on March 31st of the latter year was only 18,652.

During 1885-6 the St. Joseph & Iowa railroad company—a Missouri corporation—began the construction of a line from Altamon, Mo., a station on the southwest division of the C. R. I. & P. railroad, to St. Joseph, Mo., 49 miles in length, with a branch from the latter point to Rushville, Mo., a station on the Atchison branch of the Rock Island, a distance of fourteen miles. Construction bonds for this route were issued by the C. R. I. & P. railway company to the amount of \$960,000, bearing interest at five per cent. The proceeds of the sale of this issue were used in the building of the line and in obtaining station and terminal facilities at St. Joseph. As security for the investment, the company received the entire issue of the six per cent. bonds of the St. Joseph & Iowa company (\$960,000) besides all the capital stock of the latter corporation. An advantageous traffic agreement between the two companies was made at the same time.

In 1887, the Rock Island company executed a lease (to date from January 1, 1887) of the Des Moines & Fort Dodge railroad, a line running between the points named in its title, 144 miles in length. The lease included the extension to Ruthven, Iowa, and all the property and equipment of the lessor. The rental price was on the basis of 30 per cent. of the annual gross earnings of the leased line, the C. R. I. & P. company guaranteeing that the same should amount to a sum

sufficient to pay the interest on the bonded indebtedness of the Des Moines & Fort Dodge company, which amounted to nearly \$105,000. The line thus leased traversed a rich agricultural district, and the Directory was satisfied that the contract would prove a valuable one.

During the fiscal year ending April 1, 1888, the company acquired virtual ownership of the Chicago, Kansas & Nebraska railway, a line of considerable length and great importance. The company named was incorporated under the law of Kansas on March 17, 1886, with a capital stock of \$15,000,000, which was increased to \$30,000,000 within a year. The entire issue of bonds, together with all the stock, was pledged to the C., R. I. & P. company as security for advances made, which amounted, on March 31, 1888, to \$21,185,734.79, the outlay including the expenditure of \$816,423.68 for terminal facilities at Kansas City, Mo. At the time when the Rock Island company assumed control of the road, 1,630 of the 1,840 miles of the proposed line had been completed, and the sum of \$2,750,000 had been actually expended by the way of equipment. The value of the feeder to the Rock Island line could hardly be over-estimated. The road is not only one of considerable length, but it also traverses a district which is destined to prove, at no distant date, one of the chief grain-producing centres of the country.

On May 1, 1880, an agreement was entered into between the Chicago, Rock Island & Pacific, the Union Pacific, the Selma & Southwestern, the Omaha & Republican Valley and the Chicago, Kansas & Missouri companies granting to the Rock Island company the use of tracks and bridge across the Mississippi river at Omaha, Neb., a distance of seven miles, and from Lincoln to Beatrice, Neb., a distance of 40 miles. During the same year a line of road was constructed between South Omaha and Lincoln, Neb., a distance of about 55 miles. By the lease and the construction of the new line, the

distance between Chicago and Denver over this route was reduced some 25 miles, the result being a proportionate reduction in time and cost of operation on all through business between Colorado points and the Pacific coast.

By the purchase, January 1, 1889, of the property of the Kansas City & Topeka railway company, the R. I. & P. company came into possession of additional terminal facilities at Kansas City, consisting of right of way in Kansas City, Mo., and Kansas City, Kans., together with valuable real estate, also 4.4 miles main and second track, 5.7 miles side track, an iron bridge 561 feet in length over the Kansas river, freight houses in Kansas City, Mo., and Armourdale and an eight-stall engine house, beside other buildings.

The following statement shows the total number of miles operated by the company on

April 1, 1891, together with the location of the line in the various States which it traverses:

236.18	miles in Illinois.
1,065.58	" " Iowa.
286.35	" " Missouri.
1,125.85	" " Kansas.
196.05	" " Nebraska.
376.36	" " Colorado.
122.19	" " Indian Territory.

3,408.56	miles.
Add 195.70	" second track.
" 9.05	" third track.
383.51	" side track.

Equal to 4,196.82 " single track.

On the same date the land commissioner reported 3,642 acres unsold, with sales for the year amounting to 3,011 acres, at an average price of \$10.96 1-2 per acre.

The financial operations of the Chicago, Rock Island & Pacific railroad during the years 1872 to 1891, inclusive, were as follows:

YEAR *	GROSS EARNINGS.	OPERATING EXPENSES AND TAXES.		NET EARNINGS.	FIXED CHARGES, SINKING FUND, INTEREST, RENTALS, ETC.	NET INCOME.	DIVIDENDS.	SURPLUS.
		AMOUNT.	PER CENT.					
1872 ...	\$ 6,121,797 99	\$ 2,950,266 86	48.19	\$3,171,535 13	\$ 734,175 00	\$2,437,360 13	\$ 1,439,708	\$ 997,852 13
1873 ...	6,657,050 67	3,517,783 49	51.80	3,139,267 18	746,670 00	1,392,597 18	1,519,144	872,653 18
1874 ...	7,133,573 99	3,876,889 26	55.00	3,256,684 73	754,125 00	2,502,559 73	1,659,172	843,387 73
1875 ...	7,390,613 34	3,856,329 61	52.12	3,534,283 75	755,000 00	2,788,283 75	1,678,384	1,109,899 73
1876 ...	7,366,902 78	3,655,161 34	49.78	3,711,741 44	820,276 82	2,891,462 82	1,678,384	1,213,080 82
1877 ...	6,917,656 62	3,533,194 08	51.07	3,384,462.54	855,000 00	2,529,462.54	2,097,980	431,482.54
1878 ...	7,835,870 26	4,384,514 00	55.53	3,511,356 26	1,137,325 00	2,374,031 26	1,678,384	695,647 26
1879 ...	9,409,833 41	5,079,872 49	53.99	4,329,960 92	1,333,580 00	3,196,380 92	1,990,080	1,199,300 92
1880 ...	11,061,662 46	5,796,546 11	52.40	5,265,116 35	1,213,147 37	4,051,968 98	2,067,990	1,983,978 96
1881 ...	11,956,907 64	6,630,155 16	55.45	5,326,752 48	1,271,826 96	4,054,925 52	2,727,387	1,327,538 52
1882 ...	13,286,643 10	7,332,862 57	55.20	5,953,780 53	1,402,910 66	4,550,869 77	2,937,186	1,593,683 87
1883 ...	12,189,902 81	7,109,816 38	58.33	5,080,086 43	1,401,958 14	3,678,128 29	2,947,186	740,942 29
1884 ...	12,535,514 65	7,298,002 11	58.10	5,237,512 54	1,481,255 71	3,756,256 83	2,937,186	819,070 83
1885 ...	12,206,911 05	7,160,324 48	58.65	5,046,586 57	1,592,215 34	3,454,371 23	2,937,186	517,185 23
1886 ...	12,004,348 15	7,166,891 81	59.64	5,037,555 34	2,680,029 94	2,357,525 30	2,937,186	.....
1887 ...	12,319,049 14	7,504,808 99	57.71	4,814,240 15	1,795,349 54	3,018,889 63	2,937,186	.....
1888 ...	13,509,727 17	8,742,059 83	62.97	4,767,667 34	2,428,566 15	2,339,101 19	3,010.5 8	.....
1889 ...	12,841,029 67	9,127,198 65	67.83	4,394,3 9 20	4,377,569 90	18,759 30	2,653,824	.....
1890 ...	17,639,060 89	12,475,067 31	66.50	5,163,993 58	4,504,093 76	659,899 82	1,846,288	.....
1891 ...	17,473,633 86	12,413,794 56	66.66	5,059,839 30	4,775,601 22	384,238 08	1,846,288	.....

* Year ending April 1st.

Ransom R. Cable has been the efficient and successful president of this great corporation since 1880, the other principal Chicago officers (1892) being, N. G. Purdy, second vice-president; Hiland A. Parker, third vice-president; Thomas F. Withrow, general counsel; Thomas S. Wright, general attorney; F. W. Foster, auditor; E. St. John, general

manager; W. J. Allen, assistant manager; H. F. Royce, general superintendent; W. M. Sage, traffic manager; J. M. Johnson, general freight agent; John Sebastian, general passenger and ticket agent.

Chicago directors: R. R. Cable, H. H. Foster, Marshall Field, John DeKoven, Hugh Riddle.

This company, which has done so much toward the development of the vast territory traversed by its lines, had its Illinois Central Railroad. inception in the mania for internal improvement which proved so ruinous to the State of Illinois in 1836 and '37. On January 18, 1836, the legislature granted a special charter incorporating the road, conferring valuable privileges and providing for the construction of a line as far north as the Illinois and Michigan canal. No practical result followed, and in the following year (1837) an adequate appropriation of \$3,500,000 was made and the construction of the line undertaken by the State. This effort proved at once unsuccessful and discreditable.*

In 1843 the State concluded that the building of railroads did not properly fall within the scope of governmental functions, and the legislature on, March 6th of that year, passed the act which afterwards became famous as "the Holbrook charter." It incorporated the Great Western railway, and conferred extraordinary privileges upon Darius B. Holbrook and his associates. These gentlemen who, in 1837, had been named as the incorporators of the Cairo City-and-Canal company, were given a "pre-emption right," in which the State was to have no interest. The projected line was to run from the mouth of the Ohio river to the Illinois and Michigan canal by way of Vandalia, Shelbyville, Decatur and Bloomington. Under the provisions of the charter (which, by its terms, was not to be amended until the entire indebtedness of the company had been paid), the State was to receive one-fourth of the net annual income of the road after the investment had yielded the stockholders a return of twelve per cent.

The company expended large sums in the prosecution of the work, but eventually be-

came insolvent, and the charter was repealed on March 3, 1845.

Meanwhile the construction of the road had been repeatedly brought to the attention of Congress. In December, 1843, Judge Sidney Breese, then a U. S. Senator from Illinois, caused to be presented to the House of Representatives, a memorial from the Great Western company, praying that the corporation be given pre-emption right to a portion of the public lands to be traversed by its line. Considerable opposition was developed in the house to Judge Breese's project, Judge Douglas (then a representative) being particularly outspoken in his hostility. He was of opinion that whatever land was donated by Congress for railroad purposes in Illinois should be granted directly to the State, and his attitude on this question gave rise to considerable ill-feeling between himself and Judge Breese. In December, 1844, Judge Douglas introduced a bill conferring upon the State of Illinois the privileges sought by Holbrook and his associates, but the measure received only a half-hearted support, and failed to pass. In January, 1846, Judge Breese renewed his efforts by introducing a bill granting the State alternate sections to aid in the construction of the Northern Cross and Central roads. The passage of this measure, however, was not urgently pressed, and in December of the same year (1846) its author introduced another measure, covering the right-of-way and pre-emption rights, but substituting for the absolute grant of public lands to the State the right to purchase the same at \$1.50 per acre. This bill also failed to pass, and the breach between Breese and Douglas was widened.

* On February 10, 1849, the charter of the Great Western railroad was renewed by the legislature of Illinois, to take effect April 13, 1849, the grant running, as in the first act, to the 'president, and directors of the Cairo City-and-Canal company,' with certain

* The writer takes pleasure in acknowledging his indebtedness for many of the facts relating to the early history of the Illinois Central railroad to the admirable brochure, entitled "Historical Sketch of the Illinois Central Railroad," (Chicago, Fergus Printing Co., 1890), from the pen of Mr. W. K. Ackerman, who for many years rendered valuable and efficient service to the company as its president.

* Historical sketch of the Illinois Central. W. K. Ackerman, p. 12.

others to be associated with them, but under the name and style of the "Great Western Railway." Among the names of the associate directors will be found those of Justin Butterfield, John B. Turner, Mark Skinner and Henry Corwith. The new Board was re-invested with all the powers and privileges contained in the first act, the act repealing the charter to the contrary notwithstanding. Many additional and valuable privileges were conveyed by the State, including a grant of the right of way and of all the work and surveying done at the expense of the State. The new company was to expend at least one hundred thousand dollars within three years, and two hundred thousand dollars in each year thereafter until the line was completed from the city of Cairo to the city of Chicago.

The governor of the State was to hold in trust, for the benefit of the company, whatever lands might be donated by the general government to the State of Illinois to aid in the construction of the road; anticipating, as it were, the action of the general government, the question of a land-grant having already been freely discussed in Congress."

At about the same time, Judge Breese, as chairman of the committee on public lands of the U. S. Senate, reported a bill "to grant the right of way across the public lands, and to dispose of said land in aid of the several States in the construction of railroads and canals." This bill provided for the granting of pre-emption rights only, and although it passed the senate it failed in the house.

Prior to the last mentioned date, 1848, Judge (then senator) Douglas had introduced a bill providing for the grant of alternate sections of public lands in Illinois to aid in the constructing a line of railroad from Cairo to Galena, with a branch running to Chicago. The bill was referred to the senate committee on public lands, and was by that committee favorably reported, and the bill itself was passed by the senate in May following. The Illinois members in the house gave it unanimous support, but at the close of the session it was laid on the table by a small majority.

In December, 1849, after Judge Breese had been succeeded on the floor of the senate by Gen. James Shields, Senator Douglas again introduced a bill providing for the construction of the Illinois Central road, with its Chicago branch.

This measure had been submitted to the discussion of the Illinois members, and all of them had had a voice in framing it. It found many friends in the senate, outside of the representatives from Illinois, among its advocates being Henry Clay, William H. Seward, John C. Calhoun, William H. King, Thomas H. Benton, and Gen. Lewis Cass.

In the meanwhile, Mr. Holbrook and his fellow directors in the Cairo City-and-Canal company had not been idle. While the bill introduced by Senator Douglas was pending, these gentlemen brought influence to bear upon the Illinois legislature to induce that body to pass a measure ceding to the company all the land which might thereafter be granted to the State by the general government to aid in the construction of the Illinois Central railroad. Through the personal efforts of Senator Douglas, who had never abandoned his idea that the grant of public lands for such a purpose should not be made to private corporations, the Cairo City-and-Canal-company was induced to release to the State all the rights granted by the bill in question. This surrender having been brought about, the legislature on February 17, 1851, passed an act formally accepting this release and repealing all previous grants to the company. By the act accepting the release, a grant of lands to the State by Congress to aid in the construction of a railroad from Chicago to Mobile was also accepted. From what is said below it may be seen that the latter line was not fully completed to Columbus, Ky., until 1864, when the Mobile & Ohio railroad was opened to that point.

Mr. Ackerman, ex-president of the Illinois Central, in his history of the road, gives the following account of the passage of this measure:

"The bill making a grant of lands to the

States of Illinois, Mississippi and Alabama passed the United States Senate on May 2, 1850, by a vote of 26 to 14, and was passed in the house on September 17, 1850, by a vote of 101 to 73. Mobile was inserted as the objective point by Thomas Childs, Jr., of New York, who was at that time largely interested in the Mobile & Ohio railroad company."

Hon. John Wentworth, then a member of Congress, exerted himself to the utmost in behalf of the project, which also found earnest support among the congressmen outside of the State, Hon. George Ashmun, of Massachusetts, a warm friend of Daniel Webster, being among its most distinguished supporters. Mr. John S. Wright, of Chicago, worked faithfully in behalf of the securing of the land grant from Congress to aid in the construction of the road. At his own expense he circulated printed letters setting forth the advantage of the present line, not only to the State of Illinois, but also to the nation at large. Six thousand copies of these circulars were signed and presented to Congress, urging the passage of the act. The petition was prepared in three different forms, to meet the requirements of the South, the East and the State of Illinois. Mr. Wright also visited Washington and personally labored to secure the passage of the bill, and also published pamphlets in which he set forth, at great length, the importance of the idea advanced by Senator Douglas that the State should own the lands and build the road from the proceeds of their sale.

The act of September 17, 1850, also provided for "another branch, via the town of Galena to Dubuque, in the State of Iowa." This act was approved three days later. The insertion of Dubuque as one of the terminal points of the road was made at the suggestion of Senator Augustus C. Dodge, of Iowa.

There is little question that in order to gain the support of members of Congress from other sections it was found necessary

to resort to the practice which, in present time, is popularly known as "log-rolling." Rights similar to those granted to Illinois were accorded to the States of Alabama and Mississippi; the objective point in the south was made Mobile, and the Mobile & Ohio Railroad received a share of the public lands situated in the States of Alabama and Mississippi. The original idea of the members of Congress from the South seems to have been to open up their own section of country, as a rival to the commercial importance of the East. Senator Douglas, however, conceived a broader idea. He saw the possibilities of the great Northwest, as well as those of the vast extent of territory lying west of the Mississippi river, and it was he who first perceived the eminent national advantage to be derived from uniting these sections with the ports of entry on the Atlantic coast.

The outbreak of the civil war delayed for many years the making of Southern ports the outlet for business. Of late, in connection with the negotiation of reciprocity treaties, a new interest has been awakened in this direction, and the Illinois Central company has become heartily interested in the project, and seems evidently determined to bring about satisfactory results.

The grant of land covered alternate sections within six miles, provided that lands to this extent could be found; if not, then within fifteen miles. Pre-emption rights were to be respected, and, as a matter of fact, the company subsequently accepted payment for such lands from actual settlers at the government price. The lands previously granted to Illinois, to aid in the construction of the Illinois and Michigan canal, were expressly reserved from the operations of the act, and the price of these lands was to be increased to double the minimum price of government lands.

The language of the act conformed to the ideas of Senator Douglas, the grant being made directly to the State of Illinois for the purpose named. The government reserved

certain important privileges. It provided that the road be a "public highway" for governmental use, free from toll upon the transportation of any property or troops of the United States. This provision, however, requires some explanation. The act, as subsequently construed, provided for the free use of the road-bed by the government, but did not require the company to provide equipments and men to handle the business. The question of charging expenses, which was thus raised, was finally resolved by an arrangement to the effect that the government should be entitled to an agreed reduction from the regular traffic rates on all transportation conducted on this account. The percentage of reduction fixed upon represented the value of this highway or road bed.*

The early history of the road, so far as the State of Illinois is concerned, had its beginning in the submission, on January 15, 1851, by Gov. Augustus C. French, of a communication to the House of Representatives transmitting a memorial signed by Robert Schuyler, George Griswold, Gouverneur Morris, Jonathan Sturges, Thomas W. Ludlow, John F. Sanford, David A. Neal, Franklin Haven and Robert Rantoul, Jr., couched in the following language :

"That, having examined and considered an act of Congress of the United States, whereby land is donated by the United States for the purpose of insuring the construction of a railroad from Cairo, at the mouth of the Ohio river, to Galena and the northwestern angle of the State of Illinois, with a branch extending to Chicago on Lake Michigan, on certain conditions, therein expressed ; and, having examined, also, the resources of that tract of country through which it is proposed that the said railroad shall pass, and the amount of cost, and the space of time necessary for constructing the same, the subscribers propose to form a company, with such others as they may associate with them, including among their number

persons of large experience in the construction of several of the principal railroads of the United States, and of means and credit sufficient to place beyond doubt their ability to perform what they hereinafter propose, make the following offer to the State of Illinois for their consideration :

"The company so formed by the subscribers will, under the authority and direction of the State of Illinois, fully and faithfully perform the several conditions, and execute the trusts, in the said act of congress contained. And will build a railroad with branches between the *termini* set forth in said act, with a single track, and complete the same, ready for transportation of merchandise and passengers, on or before the fourth day of July, which will be in the year of our Lord, eighteen hundred and fifty-four. And the said railroad shall be, in all respects, as well and thoroughly built as the railroad running from Boston to Albany, with such improvements thereon as experience has shown to be desirable and expedient, and shall be equipped in a manner suitable to the business to be accommodated thereby. And the said company, from and after the completion of the said road, will pay to the State of Illinois, annually, —per cent. of the gross earnings of the said railroad, without deduction or charge for expenses, or for any other matter or cause ; provided, that the State of Illinois will grant to the subscribers a charter of incorporation, with terms mutually advantageous, with such powers and limitations as they, in their wisdom, may think fit, as shall be accepted by said company, and as will sufficiently remunerate the subscribers for their care, labor and expenditure in that behalf incurred, and will enable them to avail themselves of the lands donated by the said act to raise the funds, or some portion of the funds necessary for the construction and equipment of said railroad."

This memorial was laid on the table and ordered to be printed.

On the day preceding, an act providing for the incorporating of the Illinois Central

*Ackerman's "Historical Sketch," p. 19.

railroad company had been introduced by Asahel Gridley, and referred to the committee on internal improvements. On the fifth of the following month (February), James L. D. Morrison offered a substitute, which, after being amended in various particulars, passed the senate on February 6th, by a vote of 23 to 2. On February 10, 1851, the measure passed the house of representatives by a vote of 72 to 2. The citizens of Chicago manifested their joy at the final passage of the measure by the firing of cannon and other demonstrations of an equally noisy character.

The incorporators' names were : George Griswold, Franklin Haven, David A. Neal, Jonathan Sturges, Joseph W. Alsop, Robert Rantoul, Jr., John F. A. Sanford, Leroy M. Wiley, Robt. Schuyler, Henry Grinnell, William H. Aspinwall, Thomas W. Ludlow, and Gouverneur Morris. Of the gentlemen named, those most prominently identified with the early history of the company were Messrs. Schuyler, Sturges, Alsop, Griswold, Neal and Sanford.

This act, probably the most important special charter ever granted by the legislature, was formally accepted by the company on March 19, 1851. It certainly did not lack mutuality, since if it conferred valuable privileges upon the incorporators, it exacted unusual benefit in return. Among the privileges granted was the right to establish such rates of toll for the conveyance of passengers and freight as the directors might, from time to time, determine. The most important obligation imposed upon the company was the payment, in lieu of all taxes, of seven per cent. on its gross earnings, which, up to June 30, 1891, had yielded to the State treasury the immense sum of \$12,708,300.41. Of what value these payments have been to the State may be judged from the fact that in a recent report prepared for the United States census department, by Hon. C. W. Pavey, State auditor, the value of public buildings owned by the State, and erected from this fund, footed up \$11,754,000.

In this connection it may be of interest to cite the following extract from the message of Governor Fifer to the legislature, in January, 1891.

Under the wise provision which retained to the State, in consideration of the franchise, and valuable lands granted to this company, an interest to the extent of seven per cent. of the gross earnings of the road, to be paid annually into the State treasury, there has been paid to the State, all told, for the years from 1855 to 1890, inclusive, the sum of \$12,265,618. Upon the \$40,000,000 of capital stock of the company paid in there was paid as dividends in the same period the sum of \$64,782,357, showing that an amount slightly exceeding nineteen per cent. of the total paid as dividends on such \$40,000,000 of paid stock has been turned into the State treasury; or a sum equal to 16.03 per cent. of the whole sum paid both to the State and upon stock. The last year the State's seven per cent. of gross earnings paid amounted to \$486,281, and on said \$40,000,000 of stock were distributed as dividends \$2,400,000, the State's portion being nearly seventeen per cent. of the whole amount so paid. The showing for the last six months, ending Oct. 31, 1890, gives the State as its seven per cent. of earnings, \$257,219, or at a rate which would make the income of the State from this source over half a million per year, exceeding in amount any other half year in the history of the road. The last year, as a whole, has yielded the State a larger revenue than any other year except 1865, which, coming in a year of war prices and inflation, hardly constitutes a fair comparison. On the whole, I think the rapid increase in the State's revenues from this source, in late years, rising as they have from \$367,798.92 in 1885, to \$486,281.03 in 1890, presents an encouraging prospect, and speaks well for the efficiency of the present management of the company, under which, if continued, we may reasonably expect the annual revenues of the State from this source will not hereafter fall below a half million dollars. The further building of new competing lines of railroad, such as have of late years greatly reduced the gross earnings of the road below what they would otherwise have been, having entirely ceased, there seems cause to hope for a gradual and healthy growth in the revenue of the lines in which the State will share with the owners of the stock.

On March 24, 1851, Augustus C. French, governor of the State, acting in behalf of the State, executed a deed conveying the lands previously granted by Congress to Illinois to the Illinois Central company,

all the requirements of the act of incorporation having been complied with. On the same date the president of the company executed a deed of trust to Morris Ketchum, John Moore and Samuel D. Lockwood, "conveying to them in trust all the lands granted by the government of the United States under the act of congress referred to, and all the property of the company, as security to the State for the faithful performance of work to be undertaken and to secure the bonds to be issued." The lands covered by the deed of trust consisted of the total grant to the State, being 2,595,000 acres, or about 3,700 acres per mile of the proposed line. Of this immense tract 107,614 acres were conveyed to pre-emption claimants. The following reference to such conveyance is taken from the inaugural message of Governor Joel A. Matteson to the eighteenth general assembly in January, 1853: "I have not heard that any settler upon the company's land has had occasion to complain; but, on the contrary, when the time by law had passed for proving pre-emptions upon the company's land by the settlers upon lands, the company took no advantage and allowed the lands to be entered on proof being made, the same as if decreed by law. This course pursued in can not fail to awaken in the minds of the people of this State strong feelings of reciprocal goodwill."

The sale of government lands, in alternate sections, was stimulated by the further settlement of railway lands, and after the location of the Illinois Central route, a large portion of the lands were rapidly marketed at from \$2.50 to \$5.00 per acre. The result was an immigration of valuable settlers along the line beneficial alike to the government and the State.

In the spring of 1851, the incorporators of the company met at No. 1 Hanover street, in the city of New York, and entered upon the great work of forming one of the great highways of commerce of the American republic. In speaking of this gathering, Mr.

Ackerman, in his "Historical Sketch of the Illinois Central," says: "Probably no body of incorporators, or directors, as they afterwards became, was ever imbued with more earnest determination, confidence, reliance, pride of undertaking and honesty of purpose. And it may be added that no incorporate body was ever formed that was composed of men of more indomitable energy, integrity of character, and business capacity and sagacity. Among the most prominent of those present at this memorial meeting were: Jonathan Sturges, George Griswold, Leroy M. Wiley, Robert Rantoul, Jr., Gouverneur Morris, Joseph W. Alsop, Captain David Augustus Neal and Robert Schuyler. In October, 1857, the company found itself threatened with serious financial embarrassment, but the action of some of the leading directors averted what at one time bid fair to become a most disastrous complication."

On September 13, 1851, a mortgage covering 2,000,000 acres of the company's lands, together with other property, was made to secure an issue of \$17,000,000 in construction bonds. Of this amount not less than \$5,000,000 was negotiated in London, the bonds carrying with them the right to subscribe to the share capital in the proportion of ten shares to each bond.

The securing of the right of way into the city of Chicago constituted one of the first and largest expenditures of the company. Mason Brayman, the company's attorney, secured from the common council of the city, on June 14, 1852, permission to "lay down, construct and maintain, within the limits of the city of Chicago, and along the margin of the lake, within and adjacent to the same, a railroad with one or more tracks."

On March 28, 1853, the city of Chicago and the Illinois Central company entered into an agreement in confirmation of this ordinance. The company purchased from the government the land bounded on the north by the Chicago river, on the east by Lake Michigan and on the west by Randolph

street, while the right of way south of Park Row was obtained by purchase or condemnation proceedings. The land north of Randolph street through which the road passed formed a portion of the Fort Dearborn addition, and the company claimed the right of way over it under an act of Congress of August 4, 1852, entitled "An act to grant the right of way to all rail and plank roads and macadamized turnpikes passing through the public lands belonging to the United States, incorporated by any of the States." The price paid by the company to the government on October 14, 1852, was \$45,000. Subsequently suit was brought by the company against the United States for the recovery of the amount so paid, but the decision of the court of claims was adverse to the claimant.

Roswell B. Mason, of Bridgeport, Conn., had been appointed engineer-in-chief by a unanimous vote of the directors, on March 22, 1851. Mr. Mason brought to the service of the company the ripe experience of many years. He had been connected with the engineering department of the Erie, the Schuylkill, the Morris and the Pennsylvania canals, as well as having been chief engineer and superintendent of the Housatonic railroad. He accepted the position tendered him by the Illinois Central company, and left the East for Illinois, accompanied by a corps of engineers, on May 14, 1851. Immediately after his arrival in Chicago he proceeded to organize surveying parties, appointing over each a division engineer. As a matter of history the following list of his appointments may prove of interest to the curious reader:

N. B. Porter, from Chicago to Rantoul.

L. W. Ashley, from Rantoul to Mattoon.

C. Floyd Jones, from Mattoon to the main line Junction, and north of Centralia and the main line from Ramsey's creek to Richview.

Arthur S. Ormsby, from Richview to Cairo.

H. B. Plant, from Ramsey's creek to Bloomington.

Timothy B. Blackstone, from Bloomington to Eldena.

B. B. Provost, from Eldena to Dunleith.

B. G. Roots had charge of surveying parties between Big-Muddy river and the Ohio & Mississippi railroad.

In the work of construction Col. Mason was ably seconded by Mr. John B. Calhoun, also of Bridgeport, who had been connected with the Housatonic railroad company, and who took charge of the accounts and finances of the new enterprise.

By autumn of 1851, a considerable portion of the line had been located and construction was well under way. In February, 1852, the provision of the law requiring the filing of maps and profiles in the office of the commissioner of the general land office had been complied with. One month later, there had been secured the approval of location and selection of lands, and the last contract was let on October 13, 1852. In speaking of the early running of trains along the line of the Central, Mr. Ackerman, in his "Historical Sketch" says: "In May, 1853, the first portion of the road, from LaSalle to Bloomington, sixty-one miles, was put in operation, a temporary bridge was erected over the Illinois river, and cars were hauled to the top of the bluff with ropes and chains by means of a stationary engine. In July, 1854, 128 miles of the Chicago branch, from Chicago to Urbana, were finished and trains were running. A few years afterwards the company donated \$50,000 towards the construction of the industrial college at this point, now known as the Illinois University. In November of the same year, the communication from Freeport to Galena was completed. In the same month, for the first time passengers were carried from Chicago to Cairo, via the Chicago & Mississippi railroad to St. Louis, thence east by the Ohio & Mississippi to Sand-oval on the main line of the Illinois Central road, from which point the road was then open to Cairo, a distance of 118 miles."

"The writer was a passenger on the first train that passed through southern Illinois to Cairo, and remembers well how the 'Egyptians' turned out to witness the novel sight, to them, of a locomotive engine and

train of cars. They lined the track on both sides at every station, the men dressed in their snuff-colored jeans and the women with gaudy colored calicoes, check aprons and big sun bonnets. They stood dumb with amazement. Many of them looked as though they had come out 'between the shakes' of fever and ague."

The first work commenced was on that portion of the line extending from Chicago to what was then known as Calumet station, now called Kensington. The object of doing this work first was to accommodate the Michigan Central company, which desired an entrance for its trains into the city and had made a temporary loan to the Illinois Central, to enable the latter to complete this fourteen miles of track more promptly. On May 20, 1852, the first train passed over this track to a temporary depot, which had been built at Thirteenth street, and which was used for some twelve months thereafter. Afterwards the road from Thirteenth to Randolph street was built upon piles driven into the bed of the lake, and this piling was used until 1871 when the company filled up the interstices with the *débris* from the great fire.

On June 8, 1855, trains began running over the main line from Cairo as far north as La Salle, a distance of 300.99 miles. On the 12th of June following, the Galena branch, from La Salle to Dunleith, a distance of 146.73 miles, was completed. At Freeport a connection was made with Chicago over the tracks of the Galena & Chicago Union line, which, as has elsewhere been said, in 1864 became a part of the Chicago & Northwestern system.

The Chicago branch, between Chicago and a junction with the main line, a distance of 249.78 miles, was completed on September 26, 1856, and on the day following Col. Mason, the engineer-in-chief, notified the Board of directors in New York by telegraph, that the completion of the 705.5 miles of the Illinois Central railroad had been accomplished.

At the close of 1856 there were seven hundred and four miles of road in operation. Over \$25,940,000 had been expended up to this time. The Chicago branch, between Centralia and Mattoon, was opened for traffic on January 1, 1857. By March of that year, forty miles of the Dubuque & Pacific railroad had been completed, and thirty-nine miles of the Mineral Point road, which joined the Illinois Central at Warren, were in operation. In May of the year 1857, a connection was made with the Terre Haute, Alton & St. Louis road at Pana, and a contract was entered into for an exchange of business with the Ohio & Mississippi road at Sandoval, Marion county. A connection was made with the Peoria & Oquawka road, and money was advanced to the latter company to aid in the completion of its line, with a view to obtaining a direct connection between the main line, north of Centralia, and Chicago. This was accomplished, the road crossing the main line one hundred and fifty-four miles north of Centralia, one hundred and eighty-nine miles south of Dunleith, and intersecting the branch eighty-one miles south of Chicago and one hundred and seventy-one miles north of Centralia. The great basin opening into the Illinois river at La Salle was completed that year, and the branch line extended to that point, which was the head of navigation of the Illinois and Michigan canal. Considerable attention was given by the company to the development of the mineral resources of southern Wisconsin and the coal trade of southern and eastern Illinois.

In 1858, four divisions of the road were created, each being placed under the charge of a resident engineer, who also acted as road-master. The first line extended from Cairo to Wapella, two hundred and thirty miles; the second from Wapella to Dunleith, two hundred and twenty-five miles; the third from the junction of the main line with the Chicago branch to Kankakee, one hundred and ninety four miles; the fourth from Kankakee to Chicago, fifty-six miles.

There yet remained unsold one-half of the 2,595,000 acres embraced in the original land grant.

The year 1856 was an unusually prosperous one for the company, the receipts exceeding those of the previous year by 60 per cent.; but the financial panic of 1857, added to the failure of two years' crops, proved a severe blow to the road, which depended largely upon the agricultural districts for its support. Nor were the settlers themselves more fortunate. Many of them were without ready money, having made advance payments of interest on their land, and having used their remaining cash in improving the same and in the purchase of stock. With the failure of their crops they saw ruin staring them in the face. The company was not slow in perceiving that an attempt to press payment under such circumstances would be to drive away the settlers, and accordingly adopted the policy of extending the time of making such payments. Notwithstanding this fact, however, twenty-three thousand, four hundred and sixty-eight acres reverted to the company, valued at \$375,000. Of this amount, over twenty thousand acres, however, had been purchased on individual speculation, and represented the sum of \$330,000, so that the reversion of this large tract did not mean a general exodus of the farmers. Still, owing to the diminution of emigration from the East, the business of the line decreased.

Then, as now, there were large holdings of the Illinois Central stock abroad. The foreign shareholders, becoming dissatisfied with the outlook, appointed a committee to visit New York and examine the books of the company and to report upon the situation in general. Through the good offices and sound judgment of Richard Cobden, in large measure, hasty action was averted, and as times grew better, prospects brightened and satisfaction was restored. Owing to an improvement in the crops, the year 1859 was a comparatively prosperous one in the history of the company.

The year 1860, witnessed the establishment of connections with Memphis and New Orleans in the South; the completion of the Grand Trunk line to Detroit afforded an outlet to the East, while the extension of the Dubuque & Pacific into Iowa opened the great West. The withdrawal from circulation of some \$12,000,000 of State-bank currency, which had been issued upon the basis of southern security held by the banks, and with the outbreak of the civil war, the prospect underwent a kaleidoscopic change. The southern business of the company was brought to an abrupt termination. The government made Cairo a military station, and for more than four years—or until the close of the war—two hundred and fifty miles of line, south of Terre Haute, were practically devoted to the transportation of men and military stores.

It was expected that the Mississippi Central would be opened to New Orleans early in 1861, and the Mobile & Ohio line was rapidly approaching completion. In fact, it had begun to look as if the Illinois Central was destined to become the great connecting link between the Northeast and Southwest, and prove the most important factor in the Middle-Western system.

The passenger traffic increased during 1862-'63, and during the latter year the Mississippi river was opened throughout its entire length, thus greatly increasing the business of the company. The assets of the road at this period were estimated to be equivalent to \$50,000 per mile; the property was all in good condition, and an annual dividend of 5 per cent. declared.

At the close of the war in 1865, the outlook improved. The southern business promised to resume its former activity and volume, and the prospects for the owners of the road was in most respects favorable. The promise, however, was not redeemed in 1866. The South was financially prostrate, and the expected increase of traffic from that quarter did not come. The receipts from the transportation of troops and supplies were, of course, withdrawn, although

local traffic, both freight and passenger, showed a normal increase, and the earnings of the line were about equal in amount to those of 1865.

In November, 1867, the Dubuque & Sioux City line, one hundred and forty-two miles in length, was leased by the Illinois Central. Other extensions were made in 1869, as follows: In August, forty-eight miles of the Iowa Falls & Sioux City was leased, and in December twenty-five miles more of the same road. The first day of the year 1869 saw the opening of the bridge across the Mississippi between Dubuque and Dunleith. In 1870, arrangements were made between the Illinois Central and the Belleville & Southern Illinois railroad companies, by which through trains of the former were run between Cairo and St. Louis. In Iowa, eighty-six miles more of the Iowa Falls & Sioux City line were leased, making the total mileage operated by the Illinois Central company in that State four hundred and two. The company now saw itself in a position to compete for the trade of Dakota and the great grain-growing district of the Northwest. In the South negotiations were pending for the construction of a line from Cairo to connect with the Mobile & Ohio, and the hopes which had been so suddenly dashed by the outbreak of the civil war seemed about to be realized.

The company sustained serious losses in consequence of the Chicago fire of 1871. In that conflagration were destroyed the passenger and freight depots and land office, besides several smaller buildings, and twenty-six freight cars. While the loss on all this property, with the exception of the land office, was covered by insurance, the company found its grain business seriously interfered with through the burning of elevator A, which, although owned by private parties, was located upon the company's land and delivered to the Illinois Central.

In 1867, a traffic agreement had been entered into with the Chicago, Burlington & Quincy railroad company. During 1871,

there was substituted for this contract one embracing not only that road but also the Chicago & Iowa and the Chicago, Dubuque & Minnesota roads, under the terms of which the Illinois Central secured the eastern traffic of the latter line between Dunleith and Forreton, as well as lower tolls between the main line and Chicago, via Mendota and Forreton, on all northwestern traffic.

Among the losses of the company in the great fire were the trustees' records and a part of the bonds delivered. As a result, further literal compliance with the terms of the construction-mortgage was prevented. To protect the purchasers of bonds, it was decided to place at the disposal of the trustees a fund sufficient to pay all these obligations. Up to the close of 1871, bonds had been received to the amount of \$13,605,500. These had been either cancelled or destroyed. On December 31st, the construction-bond fund under the trustees' control amounted to \$2,630,000; to this was added, in 1872, \$300,000 from the land fund; and the aggregate sum, with its accumulation of interest, was deemed sufficient to meet the outstanding balance of the original issue of \$17,000,000 construction-bonds.

The terminal facilities of the road at Cairo were greatly improved during 1872, by the purchase of one thousand five hundred feet of the Ohio levee, for a freight transfer station and car-ferry for connection with the Mississippi Central, with which company and the New Orleans, Jackson & Great Northern (both operated under the same management) a contract was made during that year. Under the terms of this agreement, the former road was to be extended to Cairo, and a mutual interchange of traffic was arranged.

In 1873, the Cincinnati & Lafayette railway was extended to Kankakee, forming, with the Illinois Central, a direct line between Chicago and Cincinnati, and a running arrangement was effected between the two companies.

The expenditure chargeable to permanent improvements during 1873 was unusually

large, reaching \$502,496.06. Of this sum \$99,488.51 were used in making improvements at Cairo, to facilitate the transfer of cars to the southern line. A new dock was constructed at Chicago, and an addition of 91,298 square feet of land was made in the lake, opposite Madison street, in order to give the Michigan Central company possession of the land leased.

The connection with the Mississippi Central at Cairo was effected on December 24, 1873, and at the conclusion of the first year's operation, the experiment was pronounced successful.

The stringency of the times forced many local lines of railroad into bankruptcy. Thirty-five different corporations, operating some several thousand miles, were either actually in the hands of receivers, or threatened with proceedings in insolvency. The Illinois Central was urged to purchase or lease several of these roads. The terms offered were, in most instances, far below the original cost, in some cases the sum asked being only fifty per cent. of their bonded debt.

Default having been made in the payment of the interest due on the \$5,000,000 bonds of the railways composing the southern line, both roads were put in the hands of a receiver on March 10, 1876, and before the close of the year the lines were offered for sale. This resulted in the placing of the entire system, from Cairo to New Orleans, under control of the Illinois Central. James C. Clark, then general manager of the Central, was, on January 1, 1877, made general manager of the southern line. Under the new ownership, repairs were made to the plant, bridges and other structures were erected, nearly 200 miles of track were re-laid, and during the following spring 10,000 tons of steel rails were laid. The receipts of the road were applied, under orders of the court, partly in paying local debts and partly in improving the property. Nearly three-quarters of the stock of the new Southern Consolidated company—the purchasers—was owned by the Illinois Central, who also advanced, for

necessary purposes, about \$1,000,000. Even during the transition period of 1877 the traffic showed a decided gain, the deliveries at Cairo of freight destined for the South having increased nearly fifty per cent over those of 1876.

In July, 1877, the Gilman, Clinton & Springfield railroad passed under the control of the Central management. A spur thirty-seven miles long was built in 1878, running in a southwesterly direction from Otto, on the Chicago division, and proved a profitable investment. Its cost was about \$250,000.

In 1880, the branch line from Otto was extended to a junction with the northern division at Minonk, affording an independent connection between that division and the Chicago branch.

On January 1, 1883, the Illinois Central took formal possession, as lessee, of the Chicago, St. Louis & New Orleans railroad, increasing its mileage to 1,908 miles, and the New Orleans line was thenceforth known as its southern division.

Several new branches were built during that year. One, ten and one half miles in length was open from Buckingham, on the middle division, to the newly discovered Essex coal fields. The extension of the middle division to Bloomington was commenced, as well as a branch to South Chicago, both of which were completed in 1883. The construction of two important branch lines connecting with the southern division was also commenced, one from Jackson, Miss., to Yazoo City, forty-eight miles, and the other a continuation of the Kosciusko branch, from that point to Aberdeen, ninety-seven miles.

The extension of the Yazoo & Mississippi Valley line having been completed in December, 1885, the directors determined that instead of constructing a new line to Memphis, as originally intended, it would be better policy to purchase the majority of the stock and of each class of bonds of the Tennessee & Mississippi railroad, running

from Grenada, Miss., to Memphis, Tenn. The latter road had been built more than twenty years before; it ran through a well settled country and enjoyed a good local business.

The management, during this year, also undertook the extension of the Chicago, Madison & Northern railroad, which was in fact an extension of the northern division of the Illinois Central from Freeport to Madison. It was also determined to construct a new line to Freeport from Chicago. The advantage of this extension was that it brought into Chicago merchandise and passengers from the upper end of the northern division and Iowa, as well as Wisconsin. The roads thus extended were about 170 miles in length and offered the most direct communication between Dubuque as well as Rockford and Chicago.

With a view to bringing a stop to competition, it was deemed best to purchase the Chicago, Havana & Western railroad, from Champaign, on the Chicago division, through Clinton, the point of intersection of the Northern & Springfield division, to Havana, Ill., with a branch from Monticello to Decatur, and the Rantoul narrow-gauge railroad, from West Lebanon, Ind., through Rantoul and Belleflower to Leroy, Ill. The purchase of this railroad and the extension of the Yazoo & Mississippi Valley road added 290 miles to the railway system owned by the Illinois Central.

In November, 1886, the directors submitted to the shareholders a proposition to increase the capital stock of the company by an issue of \$1,000,000 of shares of \$100 each, upon the payment of 136 for such shares. At a meeting of the stockholders held on January 18, 1887, the suggestion was adopted, and the whole issue was subscribed for by shareholders and sold at the price named. The proceeds were credited to an improvement fund, against which were charged the purchase of two grain elevators and warehouses erected on the land of the company in Chicago, in fulfillment of a contract entered upon many years before and renewed in 1881. The

elevators were leased for five per cent. of their cost.

The fact that the Illinois Central was losing money through the operation of the leased lines in Iowa induced the directors, in 1887, to take some decisive action. Under the terms of the lease of the Dubuque & Sioux City road, the company had the right, if it so elected, to terminate the lease on October 1, 1887. Availing itself of this privilege the directors, in March, 1887, renounced the option of renewing and gave notification of their decision. The lease, therefore, expired in accordance with these terms on October 1st. The business to and from the Iowa Falls & Sioux City railroad (the western portion of the Iowa division) furnished nearly one-half of the earnings of the Dubuque & Sioux City road, and as it was found impossible to make satisfactory new arrangements with the owners of the latter line, a majority of the capital stock of the Iowa Falls & Sioux City company was purchased at \$50 per share and payment therefor made in April and during the following months. The announcement of this purchase elicited an offer from the owners of the majority of the shares of the Dubuque & Sioux City railroad to sell their holdings. The offer was accepted and payment made on October 1st, at the rate of \$80 per share. The action of the directors was ratified at a meeting of the stockholders of the Illinois Central company held on June 17, 1887.

The southern division proved more profitable to the Illinois Central company than in former years, owing to the reduction of the rent of the Chicago, St. Louis & New Orleans road by \$131,048.77, as well as by an increase in receipts. In 1887, the Chicago, St. Louis & New Orleans entered into a contract for the construction of a bridge across the Ohio river at Cairo, at a cost of nearly \$2,500,000, the Illinois Central guaranteeing the payment.

The construction of the Chicago, Madison & Northern railroad was pressed vigorously forward. A branch from this road was

undertaken from Dodgeville, in Wisconsin, some 57 miles in length. In order to increase the earnings and usefulness of the Iowa branch, the Illinois Central built the Cherokee & Dakota railroad, from Cherokee northward to Sioux Falls, and southwest to Onawa, 155 miles, and the Cedar Rapids & Chicago road from Manchester to Cedar Rapids, 42 miles. At the close of the year 1887, the system embraced 1,159.04 miles of road in Illinois, 755.62 miles south of Cairo, and 402.15 in Iowa; total, 2,355.12 miles. In addition, there were 96.02 miles of main track in the vicinity of Chicago, 7.01 at New Orleans, and 386.25 miles of side track on the entire road, making an aggregate of 2,844.41 miles of track, of which 2,026.19 were laid with steel rails.

In August, of 1888, trains began to run regularly on the Chicago, Madison & Northern railroad from a point near the city limits to Freeport, Madison and Dodgeville. The earnings of this branch were expended upon the road itself. On January 1, 1889, the line was turned over to the Illinois Central.

The work on the bridge across the Ohio at Cairo progressed rapidly and satisfactorily. Certain changes made in the original plan of the contract increased the cost of the bridge by \$856,773.

The bridge across the Ohio river at Cairo was opened for traffic on October 29, 1889, all the masonry, as well as the steel bridge, two miles in length, being then completed, and the work of filling in the wooden trestles which formed the approaches to the bridge had been commenced, the cost of the bridge and its approaches up to June 30, 1890, having been \$2,952,286.31.

Notwithstanding all the improvements made, the company found itself confronted with the fact that the traffic offered to the road was in excess of the capacity of the agencies at their disposal. The directors therefore recommended to the stockholders that the capital be increased from \$40,000,000 to \$45,000,000, the funds so obtained to

be used in building passenger stations and in enlarging the yards at Chicago, New Orleans, Memphis and other points; in extending the second track; in expediting the ballasting; in the reduction of grades; in the purchase of additional equipment; in raising the track at New Orleans; in short, in the general betterment of the property, with a view to putting it in such condition as to render a maximum of service at a minimum of cost.

The following statement as to the present condition of the road has been kindly furnished to the author by Mr. John Dunn, assistant to the president of the company.

Since the completion of the original lines, the system of the Illinois Central railroad has been extended so that it comprises 2875 miles of railroad. The additions which have been made consist of lines built and acquired under long leases, with ownership of all or the bulk of the stock.

South Chicago branch.....	3.80
Lines in Iowa.....	521.50
Chicago, Madison & Northern R. R., being the line from Chicago to Freeport, with branches to Dodgeville and Madison, Wis.....	243.22
Lines south of the Ohio River.....	893.88
Branch from Gilman to Springfield.....	112.14
Branch from Champaign to Havana and Decatur.....	131.79
Branch from Rantoul, running east and west.....	74.43
Branch from Otto to the Main Line at Bloomington and Kankakee Junction.....	131.26

The lines south of the Ohio river were practically acquired in 1877, although the formal lease was not executed until January, 1883. Prior to 1877, the Illinois Central railroad company had advanced \$5,000,000 of its bonds to the lines between Cairo and New Orleans, for the purpose of improvement, and these lines were subsequently taken over and embodied in the system, in order to protect advances which the Illinois Central had made.

To make a continuous and uninterrupted line of communication the Central company, years ago, had in view the desirability of bridging the Ohio river at or near Cairo, so as to avoid the delay consequent upon transferring cars at that point across the river by ferry boats. The difficulties attending such

an enterprise were by many thought to be insurmountable, on account of the heavy cost and the difficulty of finding proper foundations for the bridge piers. A liberal charter was, however, obtained, and contracts made with the Union Bridge company for the construction.

The bridge across the Ohio river, which was opened for traffic October 29, 1890, is the largest metallic bridge in the world, and its building occupied two years and one-half of uninterrupted work.

The steel permanent bridge is two miles long; timber trestles (which were filled with earth), one mile, 4,720 feet; length of entire bridge, 3 miles 4,720 feet; weight of steel in bridge, 21,350,000 pounds; and the base of rail on main bridge is 110 feet above low water. The bridge was designed by Mr. George S. Morison and constructed under his direction, as chief engineer, and that of Mr. E. L. Corthell, associate chief engineer.

The Illinois Central railroad, the only system with a continuous rail under one management which connects the upper Mississippi valley and the great lakes with the Gulf of Mexico, is the natural outlet for the richest agricultural region in the world, and the natural inlet for the traffic and travel from Mexico, Central America, the West Indies and South America. Especially is this of interest at the present time, when all eyes and thoughts are turned towards the World's Fair City, and the truth must appear with startling force when the floods of goods and people begin to pour in from the South.

The Mississippi basin, lying between the Alleghany and Rocky mountains, embraces nearly a third of the area and a half of the population of the United States. Breadstuffs, lumber, sashes, doors and blinds, furniture, dairy products, ham and bacon, iron, steel and cotton manufactures, agricultural implements, hardware and "Yankee" notions are what the people of Mexico, Central America, the West Indies and South America demand with the loudest voice.

The Mississippi basin, raises 70 per cent of the swine, 60 per cent of the milch cows, four-fifths of the corn, and two-thirds of the wheat in the United States. The great cotton belt is tributary to it; also the inexhaustable iron deposits of the upper lake region and the South, and 175,000 square miles of coal fields—an area equal to all the eastern states, from Maine to Pennsylvania inclusive. It can supply the southern half of the American continent with all that it requires over and over again, and the astonishing increase of iron manufactures in the western and southern States, within the past decade, shows that the States west of the Alleghanies are realizing the advantages of these happy combinations. In the production of pig iron, Alabama now stands third in the United States and Illinois fourth. The growth of cotton manufacturers in the South is even more noticeable, and her 196,000,000 acres of forest lands are almost untouched. Tributary to the Mississippi valley, then, are the breadstuff regions of the Northwest (Minneapolis the chief centre) the lumber regions of Michigan and Wisconsin, and the less developed ones of Louisiana, Texas, Arkansas, Mississippi, Alabama and Georgia. [It is estimated that 229,000,000,000 feet of pine remain uncut in the southern States.] The cotton fields and factories of the South now supply about 30 per cent. of the cotton goods of the country. Pennsylvania and Illinois produce four-fifths of the steel manufactures of the United States, which, given a market in South America, would find a natural outlet down the Ohio and Mississippi valleys. Furthermore, not only are the centres of the food supplies in the West, but also the manufacturing centres of iron, steel, wood and cotton are yearly moving toward the South and West.

The main line of the Illinois Central runs east of and parallel with the Mississippi river for a direct distance of 912 miles from Chicago, to New Orleans; and through its connections with points north, east and west of Chicago, the central city of the

United States, the Central route can bring every article required by Latin America to New Orleans, a port at her very feet. The iron and steel mills of Pittsburg and Chicago; the breweries of Cincinnati, Indianapolis, Milwaukee and St. Louis, the flour mills of Minneapolis, Milwaukee, Chicago and St. Louis, and the leather and wood manufactures of all these centres, as well as the agricultural implement factories of Chicago, all contribute to the traffic of the Illinois Central. To New Orleans, on the other hand, even now there come by sea the sugar and tobacco of Cuba, the coffee of Brazil and Mexico, and the fruits of the West Indies and Central America. She is the tip of the Mississippi cornucopia, and Chicago is the center of its mouth. Chicago, St. Louis, Memphis and New Orleans are the chief distributing points of the Mississippi Valley for the products of the American tropics, and they are the points embraced by the Illinois Central.

As stated, it is 912 miles from Chicago to New Orleans. It is the same distance from Chicago to New York by the shortest route. Why should not Mexico, Central America, the West Indies and Northern and Western South America transact their business through the most direct channel by which they can send their products and receive their goods? New Orleans, the southern terminus of the Illinois Central, is 700 miles from Havana, the distance between the latter point and New York being twice as far. In communication with Venezuela, New Orleans has an advantage over New York in ocean distance of over three hundred miles. In her dealings with Columbia, the western coast of South America, Central America and Mexico, her natural supremacy is self evident. To accommodate the new movement of commerce and travel toward the Mississippi Valley, which will soon be seen in the South, abundant transportation facilities across the Gulf of Mexico to New Orleans will be provided.

The Illinois Central Railroad has been steadily placing itself in the front rank,

improving its service, equipment and speed, and has been selected by the Federal Government as the route of the Southern Fast Mail between Chicago and New Orleans. It has purchased and laid during the past year 33,000 tons of 75-pound steel rails and 4,000 tons of 60-pound rails. It has ballasted with stone and gravel 160 miles of track. It has purchased eighty-nine 50 to 60-ton engines. It has built sixty-five new passenger coaches of the most approved pattern, 1,500 30-ton coal cars, 1,000 25-ton box cars, ten 50-foot baggage cars, ten postal cars and 150 refrigerator cars.

The Illinois Central company has also lately established a through vestibuled train to St. Louis.

To the West and North, the company has a continuous line to the Missouri river, passing through Rockford, Ill., Dubuque, Ia., Sioux City, Ia. (the Corn Palace City), with branches to Madison, the capital of Wisconsin, to Sioux Falls, South Dakota, and other important cities.

Looking southward, through a late advantageous arrangement with the Newport News and Mississippi Valley railroad, an excellent service has been perfected between St. Louis and Memphis, Tenn., through coaches, sleepers, etc., being run between these two points via Cairo, Ills., and Fulton, Ky.

From Memphis south to New Orleans this road furnishes the shortest and most direct line, running two trains per day, the morning train, the "limited," making the distance in less than thirteen hours. A through Pullman sleeper is run between Kansas City and New Orleans, *via* Memphis, thus obviating the necessity of change of cars.

A special word of praise and commendation should be given to its exceptionally fine suburban service, connecting the southern suburbs with the city of Chicago. It devotes two of its eight tracks exclusively to this service. Its tracks, as is well known, lie along the famous "Lake Front" with the waters of Lake Michigan on the one side and the finest of private residences on the other, an ideal

suburban line. The triangular site selected for the World's Fair at Jackson Park is bounded on the East by Lake Michigan and on the West by the tracks of the Central railroad, which radiate therefrom northward to the heart of Chicago, westward, southward and southeastward, making connections with every railroad entering the city.

One of the principal elements involved in connection with the World's Fair has been the elevation of this company's tracks from a point near Forty-third street to a point near Seventy-first street, the average elevation being about fourteen feet, and necessitating the carrying of all the principal streets between Fifty-first street and Sixty-seventh street and including those streets, under the tracks by subways. The cost of this work has been about \$1,250,000.

For the suburban service of this company a large equipment of engines and coaches, especially designed, are used exclusively, and during the past year over 7,000,000 passengers have been transported, and the number of trains run daily is now about 197.

In addition to this, the railroad has signalized the World's Fair year by the erection of a magnificent depot and office building at a cost of about \$1,750,000; the waiting room in the new depot being conceded to be the largest and most beautiful known in the world and complete in all its appointments.

During the exposition the road instituted a special World's Fair service, running express trains from Van Buren street to Sixtieth street without stopping, and thence into the terminal station in the World's Fair grounds. This service was done by a special equipment of engines and cars that was entirely separate from the ordinary suburban service of the company. During this season these trains carried, from May 1st to October 20th, inclusive, 7,752,465 passengers, and this has been done without any serious accident or the loss of a single life.

On "Chicago Day" (October 9th) the road carried 541,312 passengers between the hours of 5:30 A. M. and midnight, and this was

accomplished without any friction or delay.

The original design of a north and south railroad from the upper Mississippi and the great lakes to the Gulf has been accomplished. The cessation of traffic between New Orleans and the North for four years during the war, the phenomenal growth of the Northwest, and the demand for breadstuffs in Europe have built up the trade on east and west lines to such an extent that it is not to be expected that the commerce of the Mississippi valley will return in whole to the natural channel, following the course of the stream southward; but with experience and enlightened views of wise statesmanship, and with the desire of the South American republics to ally themselves more closely with the United States, it is natural to expect that Chicago, with its command of the trade of the Northwest, will be able to carry on and control that trade in channels tributary to itself and to the State of Illinois, and in furtherance of the larger and national ends sought to be accomplished in the holding of the Columbian Exposition, to which foreign nations have lent cheerful, if not unselfish, aid, and toward the success of which the smaller republics of the western hemisphere—as well as the Dominion of Canada—have largely contributed.

To provide the necessary funds for the improvement of old standards, such as increasing the size and capacity of locomotives, rolling stock, weight of rails, ballasting, and increasing the number of ties, large expenditures became necessary, and at a meeting of the company in 1890, it was determined to raise the capital stock to \$45,000,000, and on June, 30th 1891, the amount invested in the Illinois Central railroad company was represented as follows:

Capital stock	\$ 45,000,000 00
Leased Line stock, representing the stock of the Chicago, St. Louis & New Or-	
leans R. R. Co.	10,000,000 00
Bonds of the Illinois Central R. R. Co.	34,034,000 00
Bonds of the Chicago, St. Louis & New Or-	
leans R. R. Co.	18,701,000 00

In this connection it is quite interesting to note the effect of the reduction of interest

charges. If the rates formerly paid had been maintained, say six per cent, seven per cent and eight per cent, or an average of seven per cent, it will be seen at once that very little, if anything, would have been left with which to pay dividends to the stock-holders. It is only the low rates of interest on bonds, which permits operations to be carried on, so as to leave any dividend to the stock-holders, especially as there is and has been for some time past an inevitable tendency to increase the cost of operation, arising from increased wages, the improvement in standards already referred to, and increased taxation.

The following statistical statement, covering a number of years, will, no doubt, be found interesting.

STATEMENT SHOWING GROSS EARNINGS OF WHOLE LINE, TONS OF FREIGHT CARRIED ONE MILE, AND RATE PER TON PER MILE (BY YEARS) TO JUNE 30, 1891.

YEAR.	GROSS EARNINGS WHOLE LINE.	TONS OF FREIGHT CARRIED ONE MILE.	RATE PER TON PER MILE.
		Tons.	Cents.
Up to Dec. 31st			
1855	\$1,532,118.81	.....	.....
1856	2,476,035.27	.....	.....
1857	2,357,203.06	.....	.....
1858	1,976,578.52	.....	.....
1859	2,114,448.98	51,650,364	2.14
1860	2,721,590.94	85,102,739	2.04
1861	2,899,612.64	103,437,547	1.91
1862	3,445,826.38	101,762,144	1.96
1863	4,571,028.38	134,777,404	1.95
1864	6,329,447.20	153,271,668	2.51
1865	7,181,208.37	136,494,641	3.10
1866	6,546,741.47	135,228,783	3.19
1867	7,160,991.83	171,206,986	2.90
1868	7,817,629.24	225,853,410	2.46
1869	8,823,482.20	253,336,118	2.48
1870	8,678,958.22	265,409,374	2.31
1871	8,401,141.81	261,150,386	2.32
1872	8,026,753.78	272,290,900	2.15
1873	8,268,325.18	275,803,422	2.19
1874	7,900,721.09	273,559,253	2.08
1875	7,802,556.42	284,650,911	1.93
1876	7,040,969.10	264,902,314	1.79
1877	6,659,845.40	249,345,941	1.83
1878	1,111,184.28	306,345,691	1.64
1879	7,234,464.06	335,470,860	1.52
1880	8,304,811.81	381,288,482	1.54
1881	8,586,397.44	386,035,424	1.52
1882	8,905,312.18	417,792,652	1.42
1883	13,064,743.39	604,632,667	1.43
1884	12,190,833.39	577,542,939	1.37
1885	12,621,264.04	623,369,124	1.31
1886	12,529,493.15	719,928,008	1.16
1887	13,546,287.14	830,970,523	1.09
1888	13,660,245.48	963,929,719	.95
1st 6 mos. of 1889	7,258,194.87	474,925,270	1.03
From July 1 1889	.....	.....	.....
to June 30th, 1890	16,452,022.32	1,189,282,889	.953
1890 and 1891	17,881,554.77	1,302,002,213	9.34

STATEMENT SHOWING GROSS RECEIPTS OF ORIGINAL LINE, RATE OF, TAX AND AMOUNT CONTRIBUTED TO TREASURY, STATE OF ILLINOIS, BY YEARS, TO JUNE 30, 1891.

YEARS.	GROSS RECEIPTS OF ILLINOIS CENTRAL PROPR.	RATE OF TAX.	AM'T CONTRIBUT'D TO STATE TREASURY.
To October 31st, 1855	\$ 595,633.86	5%	29,751.59
Year end'd Oct. 31, 1856	1,552,633.32	5%	77,631.66
" " " 1857	2,170,372.39	5% & 7%	145,645.84
" " " 1858	1,885,793.34	7%	132,005.53
" " " 1859	1,887,206.77	7%	132,104.46
" " " 1860	2,536,531.67	7%	177,557.22
" " " 1861	2,532,254.47	7%	177,257.81
" " " 1862	3,031,065.79	7%	212,174.60
" " " 1863	4,291,351.09	7%	300,394.58
" " " 1864	5,793,057.71	7%	405,514.04
" " " 1865	7,092,711.94	7%	496,489.84
" " " 1866	8,101,082.18	7%	427,075.75
" " " 1867	6,342,967.56	7%	444,007.74
" " " 1868	6,119,964.66	7%	428,397.48
" " " 1869	6,641,904.47	7%	464,933.31
" " " 1870	6,636,921.66	7%	464,594.52
" " " 1871	6,621,613.05	7%	463,512.91
" " " 1872	6,326,522.11	7%	442,866.54
" " " 1873	6,122,485.76	7%	428,574.00
" " " 1874	5,633,806.66	7%	394,366.46
" " " 1875	5,368,086.02	7%	375,766.02
" " " 1876	5,085,794.14	7%	356,005.58
" " " 1877	4,519,313.42	7%	316,351.94
" " " 1878	4,577,595.80	7%	320,431.71
" " " 1879	4,649,676.06	7%	325,477.38
" " " 1880	5,262,123.73	7%	368,348.66
" " " 1881	5,494,035.95	7%	384,582.52
" " " 1882	5,657,658.77	7%	396,036.11
" " " 1883	5,553,474.13	7%	388,743.19
" " " 1884	5,065,423.28	7%	356,679.62
" " " 1885	5,254,127.60	7%	367,788.92
" " " 1886	5,410,207.15	7%	378,714.50
" " " 1887	5,919,636.72	7%	414,374.57
" " " 1888	6,070,798.53	7%	424,955.89
November 1st, 1888 to June 30th, 1890	4,098,685.97	7%	286,908.07
Y'r end'd June, 30, '90	6,862,149.81	7%	480,350.50
" " " '91	7,442,133.53	7%	520,949.35
	\$182,236,802.07		\$12,708,300.41

The principal officers of the company at present (1893) residing in Chicago, are as follows: Stuyvesant Fish, president; John Dunn, assistant to the president; J. C. Welling, vice-president; C. A. Beck, assistant second vice-president; Henry D. Wolf, treasurer; B. F. Ayer, general counsel; James Fentress, general solicitor; A. D. Joslin, auditor of passenger receipts; F. Fairman, auditor of freight receipts; I. Anderson, auditor of disbursements; A. W. Sullivan, general superintendent; J. F. Wallace, chief engineer; J. G. Hartigan, superintendent; Horace Baker, division superintendent; T. J. Hudson, traffic manager; W. E. Keepers, general freight agent; A. H. Hanson,

general passenger agent. The directors residing in Chicago are, the Governor, B. F. Ayer, John W. Doane and Stuyvesant Fish.

The extensive system at present operated by the Chicago & Alton company sprang from the Chicago & Alton Railroad. Alton & Sangamon railroad, which was chartered by special act of the legislature on February 27, 1847, and completed from Alton to Springfield in 1853. In June, 1852 a charter was granted to the Chicago & Mississippi railroad company, which opened its line from Springfield to Bloomington to the public in 1854, and two years later from Bloomington to Joliet. The legislature of 1854-5 granted a charter to the Joliet & Chicago railroad company, and the latter corporation in 1857 obtained right of way into Chicago and was completed during the same year. The name of the Chicago & Mississippi was changed to the Chicago, Alton & St. Louis company by act of February, 1855.

The intention of the new corporation was to construct a road from Alton to Joliet and thence to a point on the eastern bank of the Mississippi, opposite St. Louis. Within six months from the date of the granting of the charter the company had become so financially embarrassed that it was found necessary to make a twenty years' lease to Hamilton Spencer, of Bloomington. The lessee was to assume the payment of the interest on the income bonds of the company, to advance certain sums of money and to operate the road at his own expense. He assigned his lease to Messrs. Brown Bros. & Co., from whom it passed into the hands of Gov. Joel A. Matteson and E. C. Litchfield, in December, 1857. At that time the road had been completed from Springfield to Joliet after an outlay of \$9,500,000. At Joliet, a connection existed with the Joliet & Chicago road, a continuous line being thus formed from Springfield to Chicago.

In the spring of 1858 a bill was filed against the Chicago, Alton & St. Louis company, alleging that the property of the corporation had been perverted from its

original purpose. The litigation terminated in November, 1859, with the placing of the road in the hands of James Robb and Charles Congdon, receivers, who were to operate it under the directions of the court.

By an act approved February 18, 1861, the following gentlemen were made commissioners to organize the Chicago & Alton railroad company:—James Robb, Charles Moran, Adrian Iselin, Nathan Peck, Louis Von Hoffman, Louis H. Meyer, Septimus Crookes, William B. Ogden, Jacob Bunn, J. J. Mitchell, Joseph B. White and E. M. Gilbert. On August 7, 1862, the United States district court made a decree, providing that all claims against the Chicago Alton & St. Louis company should be brought before it for adjudication and directing the sale of the line. At this forced sale, the road was purchased by the parties above named, and an organization of the Chicago & Alton company was effected on October 16, of that year. The first officers were as follows: James Robb, president; Joseph Price, secretary and treasurer; C. N. Allen, superintendent; Robert P. Tansey, general freight agent; Fred Hudson, auditor. The directors for the year ending December 31, 1863, were: James Robb, John B. Drake and John Crerar, Chicago; George A. Robbins and Albert Havemeyer, New York. The first annual report of the new corporation showed the capitalization to be \$8,290,939; the receipts for the first year, from all sources, were \$2,011,770; operating expenses \$975,840. On January 1, 1864, the Chicago & Alton company leased the line of the Joliet & Chicago. In 1864, the Alton & St. Louis railroad company commenced building a line between the two points named, and the entire road was opened for traffic in one year. The Chicago & Alton company was already the lessee.

A change in the management of the road was made in 1864. T. B. Blackstone was elected president; W. H. Larrabee, secretary and treasurer; Robert Hale, general superintendent; O. Chanute, chief engineer; H. C.



J. B. Blackstone

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Wicker, general freight agent; Augustus Newnan, general ticket agent; C. N. Pratt, general passenger agent; and A. W. Church, attorney.

Another company—the St. Louis, Jacksonville & Chicago—had been incorporated as early as 1851, but its line was not completed to Petersburg until January 1, 1866. In September, 1867, a connection was made with the Chicago & Alton line at Bloomington, and the road was leased by the latter corporation in April, 1868.

From what has been said it will be seen that through the acquisition of this connection the Chicago & Alton was practically in complete control of the traffic between Chicago and St. Louis. The passenger traffic constantly increased, and the coal trade became a profitable feature of the freight business. Some idea of the growth of the latter may be formed, when it is said that it had grown from six thousand tons in 1865 to more than one hundred and sixty-six thousand tons in 1868, at which time the company carried more than one-half of the entire amount of bituminous coal received by rail in Chicago.

The report of the year ending December 31, 1868, showed the net earnings of the company for the year to have been \$4,508,-642.97; the expenses, \$2,463,182.64.

In September of that year, J. C. McMullin was appointed general superintendent of the road, to succeed Robert Hale, who resigned in December, 1867. K. F. Booth, the chief engineer, had succeeded Mr. Chanute in 1866, and James Smith, general freight agent, followed Mr. Wicker.

The number of miles operated at the beginning of 1870 was 413½, as follows: Chicago & Joliet, thirty-eight miles; Joliet to East St. Louis, two hundred and forty-two miles; Bloomington to Godfrey, one hundred and fifty-one miles. That portion of the line from Bloomington to Godfrey was leased; the remainder of the road was owned by the company. In March, 1870, it acquired, by purchase, the section from Dwight

to Wenona, thirty-five miles; in December of that year it extended from Wenona to Washington and from Varna to Lacon, forty-five miles.

During the year 1871, a branch was constructed from Roodhouse, on the St. Louis, Jacksonville & Chicago road, to a point on the east bank of the Mississippi river opposite Louisiana, Mo., a distance of 37.6 miles. The construction of this line included the building of the iron bridge, 1,200 feet in length, across the Illinois river. Upon the building of this branch was expended \$1,217,097. The franchise was obtained through the St. Louis, Jacksonville & Chicago company. A steam ferry-boat, capable of transporting across the Mississippi an entire passenger train, or twelve freight cars, was placed upon the route between Louisiana, Mo., and the eastern shore, and, under the terms of a contract and lease between the Chicago & Alton and Louisiana & Missouri river companies, the former corporation constructed fifty-one miles of road from Louisiana to Mexico, Mo. These two lines (composing the branch from Roodhouse to Mexico) were opened for through traffic on October 30, 1871, making a total of 591.5 miles of road operated by the Chicago & Alton company during the last two months of the year. Track laying between Mexico and Jefferson City was begun.

The importance of the line between Roodhouse and Mexico lay in the fact that it formed a connecting link between the lines operated by the Chicago & Alton company and the St. Louis, Kansas City & Northern railroad; the co-operation of the two companies securing a through line between Chicago and Kansas City, shorter than any other then in operation.

The percentage of operating expenses (exclusive of taxes) to the gross earnings was 56.13; the percentage of operating expenses and taxes, 58.36, an unusually high ratio, the result of exceptional causes.

In March of that year, a tornado destroyed the engine house and depot buildings at East

St. Louis, and seriously damaged other property of the company. In the Chicago fire, in October, a loss in buildings and other property, amounting to \$100,000, not covered by insurance, was sustained. The cost of repairs and rebuilding rendered necessary in each case was charged to operating expenses.

The tonnage of freight carried showed an increase of nineteen per cent. over that of 1870, but owing to a decrease in rates of transportation the aggregate earnings from this source were only thirteen per cent. in excess of the preceding year. One element of the total freight tonnage may be specially mentioned, on account of the extraordinary increase exhibited in six years; in 1865, 6,000 tons of coal were transported; in 1871, 381,933; while in 1873, the tonnage reached 549,000 tons.

The line from Mexico to Jefferson City, Mo., was completed during 1872, the last twenty-five miles, from Fulton to Jefferson City, having been opened for traffic on July 16.

Increased competition and consequent lowering of rates caused a marked decrease in the earnings of 1872, the gross receipts being \$5,156,325.71, and the net earnings \$1,879,147.44. While the tonnage of freight during the year increased 6.88 per cent., the revenue therefrom was diminished 3.5 per cent.

The gross receipts show a falling off of \$122,584.52, or .3 per cent. as compared with 1871; the net receipts exhibit a decrease of \$318,938.02, or about 14½ per cent. This disproportion was due to an increase in the operating expenses, which amounted to 61 per cent. of the gross earnings, as against 56.13 per cent. in 1871. The causes for this result may be mainly traced to the Chicago fire. The destruction of elevators and warehouses rendered it impossible to obtain storage for grain arriving in this city without resorting to very expensive expedients, the cost of which was charged by the company to operating expenses. For a considerable

portion of the year storage could not be had at any outlay, and among the disastrous results of the conflagration was the forcing of grain traffic to other markets. So far as the Chicago & Alton road was concerned, the effect was serious. Grain and lumber, at that time, constituted the bulk of its freight, and the farmers usually disposed of the one and procured the other in the same market. With a remarkably good crop in 1872, the grain shipments to Chicago over the Chicago & Alton road was reduced one and one-half millions of bushels, and the return freights in lumber were lowered nearly 80,000,000 feet.

Experience having demonstrated that the steam-ferry across the Mississippi river at Louisiana, Mo., was wholly inadequate, the river at that point being liable to serious and prolonged blockades of ice, in 1873 the Mississippi River Bridge Company was organized, and on June 30 was commenced the construction of a bridge, which was so far completed on December 24th, as to permit its use for the passage of trains.

The first years of its operation proved the wisdom of its construction. During 1874, the earnings from passenger traffic were \$8,949.95, and from freight traffic, \$48,888.01, the net profits being 7½ per cent on its cost. The entire work was accomplished in less than six months, at a cost of \$705,000. The length of the bridge is 2,042 feet; its super-structure is of wrought iron, and rests upon piers and masonry of the most substantial character. The draw-section is 446 feet in length, and at the time of its construction was the longest in the world. So perfectly was it constructed, that although a steam engine was provided for operating it, one man, unless high winds prevailed, could open and close it, unaided by this appliance.

The panic of 1873 exerted a depressing influence upon all business, including railroad traffic; yet the gross earnings of the company during the year exceeded those of 1872 by more than \$340,000, or over six per cent., while owing to a reduction of operating expenses the net earnings were more

than twelve per cent. greater than those of the previous year.

The year 1874 presented a less favorable showing, the gross receipts from traffic falling off six and three-quarters per cent. from 1873. The causes for this decrease may be found in the steady diminution of rates for freight transportation, due in part to adverse legislation and in part to an unwisely directed competition; a partial failure of crops, the decrease in the amount of corn transported reaching twenty-four per cent.; the diminished coal traffic (26½ per cent.), the result of three months' strike of the miners in the Braidwood district, and a ten months' suspension of work by the Joliet Iron and Steel Company, caused by a strike of the operatives.

Under the terms of the lease of the Louisiana & Missouri River railroad, the latter company had agreed to furnish the right of way, grading and ties, to complete its line from Mexico to Kansas City. This provision of the contract was not complied with. The net earnings of the leased line for 1874 were less than the amount of rent paid for its use, and its operation for many years had been a source of loss. The questions thus arising between the two companies were submitted to arbitration, and the modifications of the lease made by the award were more favorable to the Chicago & Alton company; the payment of any rental beyond the thirty-five per cent. of gross earnings, less taxes, was abrogated, and any excess paid as interest, beyond the rental thus established, was made a debt against the Louisiana & Missouri River Company.

In March, 1875, the Chicago & Illinois River railroad, from Joliet to the Mazon river, traversing the Wilmington coal fields, upon a line parallel to the Alton, at a distance of about four miles, was leased. In November, the two companies made an agreement with the Chicago, Pekin & South Western railroad company granting the latter the right to run its trains over the new line.

The gross earnings for 1875 were less than for any year since 1868.

The traffic over the Louisiana & Missouri river road improved during 1876. Its estimated value was based upon its probable worth as a part of a through line between Chicago and Kansas City; but the company had failed to complete its line from Mexico to the last named city. As a result, the Chicago & Alton company was left entirely dependent upon the St. Louis, Kansas City & Northern railroad for its connection. While these two companies had a common interest in that portion of the traffic which could be best promoted by their joint action, they were still, to a considerable extent, competitors. In undertaking to carry out its contract, the Louisiana & Missouri River railroad company was reduced to bankruptcy.

In response to a circular addressed to shareholders on December 1, 1877, assent to an extension of the line to Kansas City was received from more than three-fourths of the holders of both preferred and common stock. On account of the difficulty experienced in securing a settlement with the floating debt creditors of the Louisiana & Missouri River company, it was deemed best that the extension should be operated under a franchise obtained through the medium of a new organization. This new corporation, known as the Kansas City, St. Louis & Chicago railroad company, secured donations of the right of way and a limited amount of other local aid, all of which were to be assigned to the Chicago & Alton company, and the construction of the road and its subsequent operation were to be wholly in its interests. On March 15, 1878, the newly formed company executed to the Chicago & Alton road a perpetual lease. Work was vigorously pressed, and by the first of July the line was in actual operation. The amount expended on the construction of the line, including a steel bridge across the Missouri river, depot buildings, grounds and all other appurtenances, was \$3,592,027.95. The value of the extension may be judged from the fact that, although in operation only about half a year, it contributed fifty-six and one-half per cent.

of the total increase in gross earnings during 1879, while in 1880 its earnings were \$1,261,991.56, or \$7,732.28 per mile.

On December 3, 1877, the Mississippi river bridge, at Louisiana, Mo., was leased to the company, in perpetuity, at a fixed rental of \$63,000 per annum. A covenant in the agreement required the Alton company to retire the bonds of the bridge company at maturity, after which the rental was to be reduced to \$21,000 per annum—the amount required to pay seven per cent. dividends on the stock.

The financial affairs of the Chicago & Illinois River railroad company had, for nearly the entire period of its existence, been seriously embarrassed, and on September 3, 1879, its property, of every description, was sold under judicial decree on foreclosure of its first mortgage. The property was purchased at the foreclosure sale by the Chicago & Alton company; and on September 5th, the sale having been confirmed by the court, was deeded to that corporation.

The total length of road operated on January 1, 1880, is shown in the annexed table:

	MILES OF MAIN LINE.		MILES OF SIDE TRACK.	LENGTH OF TRACK.
	1ST MAIN TRACK.	2D MAIN TRACK.		
Chicago to Joliet (leased).	37.20	16.84	16.84	70.88
Joliet to St. Louis (owned)	243.70	25.58	57.17	326.25
Coal City Branch (owned).	27.84	.....	5.74	33.58
Dwight to Washington, and branch to Lacon (owned)	79.80	.....	7.18	86.98
Roodhouse to Louisiana (owned)	38.10	.....	5.29	43.39
St. Louis, Jacksonville and Chicago leased ..	150.60	.....	13.63	164.23
Louisiana and Missouri River leased	100.80	.....	10.44	111.24
Mexico to Kansas City (leased)	162.62	.....	21.59	184.21
Total miles	840.46	42.42	137.9	1,020.81

In summarizing the financial condition of the road on December 31, 1880, the directors, in their annual report, said:

“Our company has expended large sums obtained from time to time by the sale of stock and bonds for permanent additions to

its leased-lines and for rolling stock used on them. The leases are perpetual, and the property thus held may be considered as owned, subject to the payment of annual rent. By capitalizing, at seven per cent., the amount of annual rent, in addition to that represented by coupons on the several amounts of bonds (constituting the funded debt), we arrive at the following result:

Total amount of stocks and bonds	\$26,588,822.00
Capital represented by Joliet & Chicago Railroad Company, less \$ 08,000 of bonds ..	1,500,000.00
St. L., J. & C. R.R. (based on last year's earnings) ..	5,404,773.00
K. C., St. L. & C. R. R., less \$3,000,000 of first mortgage bonds owned by our company	1,743,600.00
Louisiana & Missouri River R. R. (based on earnings of last year)	2,284,512.28
Mississippi River Bridge Co. (less \$700,000 bonds) ..	300,000.00
Total capital account	\$37,811,727.28

“This sum includes the cost of our bridges over the Mississippi and Missouri rivers, rolling stock and all other property held by the company. If divided by the number of miles of main line (840.46), it is equal to \$45,239 per mile. If divided by the number of miles of all tracks (1,061.53), it is equal to \$35,629 per mile. Excluding the cost of the bridges over the Mississippi and Missouri rivers, the remainder, including all other property, is equal to \$43,584 per mile of main line, or \$34,239 for each mile of track.”

During 1880, the work of lowering the steepest grades on all the divisions was continued, and on the division between Chicago and Bloomington (126 miles) was completed, the maximum inclination being twenty-four feet a mile. Steel and iron were substituted for wooden bridges, until, at the close of the year, very few of the latter remained on the line.

During 1881, the Illinois River railroad (owned by the Chicago & Alton company) was connected with the main line by the construction of a road, six miles long, between Coal City and a point near Braceville, completing a “loop line” between the junction last referred to and Joliet. The two roads were at once operated for through traffic as a double-track railway, completing

the double-track system between Chicago and Odell, a distance of nearly eighty-two miles, on which the heaviest traffic was concentrated.

An examination of the statistics relating to freight transportation shows that the business of the country traversed by the line, from having been at first almost wholly agricultural, had become diversified. The traffic derived directly from the products of the soil became each year of less relative importance, and the annual revenue from freight less dependent upon successful crops. In 1881, the earnings from transporting farm products were but twenty per cent. of the total earnings from freight traffic, and only fourteen and one-half per cent. of the gross earnings from all traffic. Another "loop line" was commenced in 1881 and completed in 1882, between Godfrey and Milton, passing through Upper Alton, seven and one-half miles in length. The distance between the two points was shortened by one and one-half miles, and the grade was reduced from a maximum of ninety to thirty-two feet per mile.

In 1884, by an exchange of stock, the ownership of the St. Louis, Jacksonville & Chicago railroad company was vested in the Chicago & Alton company.

The year 1885 was not, in all respects, as prosperous as had been 1884, the net earnings per mile in the first named year being \$3,981.16, as against \$4,207.55 in the latter, a decrease of 5.458 per cent.

Of new steel rails there were laid, in 1885, 7,281 tons, and of cross-ties 386,043. Twelve spans of wooden bridges were replaced with iron during the year, leaving the aggregate length of all the wooden bridges then remaining on the main lines at 375 feet. Fifty-seven miles of road-bed were ballasted with broken rock, and sixteen miles with cinders, during the year. This addition made the total length of road on the company's main line ballasted 566.41 miles, leaving unballasted 151 miles.

In 1886, the gross earnings of the company showed an increase of \$67,470.01, as

compared with those of 1885, being a gain of .844 per cent. The operating expenses increased .826 per cent., and the net earnings .869 per cent.

The bonded debt of the company was reduced during 1885 by a redemption of \$81,000 of the six per cent. sinking fund gold bonds of the C. & A., and of \$10,000 of the Mississippi River Bridge company.

Notwithstanding the fact that the expenditures for operating and maintaining the road in 1887 exceeded those of 1886 by 13.314 per cent., the year was a profitable one to the company. The increase in gross earnings was 10.296 per cent., and in net earnings 7.666 per cent. The policy of retiring the sinking fund gold bonds of the company and the bonds of the Mississippi Bridge company was continued, \$75,000 of the former and \$10,000 of the latter being redeemed and canceled during the year.

The year 1888 was marked by a decrease of \$827,802.73, or 22.548 per cent. in the net earnings. The company redeemed and canceled \$86,000 of its six per cent. sinking fund gold bonds, and \$11,000 bonds of the Mississippi River Bridge company. The sum of \$531,542.34 was expended for real estate, new tracks, new cars, and other additional property, the outlay being charged to the income account. Besides this there was expended for the reduction of grades the sum of \$42,000, which, with \$146,662.38 expended for ballasting, was charged to the operating expenses.

During the year 1889, \$26,000 of the sinking fund gold bonds were canceled, and \$74,860 in cash were deposited with the United States Trust Company on account of such sinking fund bonds; \$12,000 of the bonds of the Mississippi Bridge company were also redeemed and canceled on account of sinking fund during the year. The outlay for the construction and equipment amounted to \$139,809.54. The gross earnings increased \$5,152.25, or .069 per cent.; the expenditures decreased \$96,348.46, or 2.064 per cent., and the net earnings showed a gain of \$101,499.71, or 3.569 per cent. The line

of road between Roodhouse and Louisiana, Mo., was slightly changed, about $12\frac{1}{2}$ miles of new road being laid, at an expense of nearly \$400,000, an appropriation being made for that purpose in 1887. The new line was one mile shorter than the old, and the grades and curves were easier.

During 1890 the actual mileage of tracks was slightly increased, 7.75 miles of second track being laid between Bloomington and Towanda, and .62 miles within the city limits of Chicago. The length of side-tracks was increased 2.61 miles. In addition to this, 1,097.62 miles of track were laid with steel rails and 45.01 miles with iron rails.

The redemption of the sinking fund gold bonds of the company and the bonds of the Mississippi Bridge company was continued; the cancelation of the former amounted to \$156,000 and of the latter \$12,000. The outlay for real estate and tracks, and other additional property, together with the amount paid during the year for the purchase and cancelation of mortgage bonds, amounted to \$385,497.40, which outlay was charged to the income account and was represented by new property and reduced mortgage debt. The gross earnings of the year, as compared with 1889, showed a decrease of \$451,863.29, or 5.998 per cent. On the other hand the expenditures, as compared with those of the preceding year, were \$189,754.44, or 4.150 per cent. less. The net result was a decrease in the net earnings of \$261,128.85, or 8.867 per cent.

The general condition of the road at the close of 1890 was most satisfactory to the directors and stockholders. Comparatively few miles of road remained unballasted, and the work of improving grades and curves, which had been carried on almost continually, at large expense, for the preceding ten years, was so nearly completed as to leave very little more work of that kind to be done. The bridges and culverts along the line were nearly all made of steel, iron or stone. The rolling stock consisted of 228 locomotives, 157 passenger cars, including 25 Pullman sleepers, and 7,648 freight cars. The average

number of men employed, including those at work upon improvements, was 4,070. The length of road operated was as shown in the following table :

MILES OF MAIN BRANCH LINES.

	FIRST MAIN TRACK.	ADJ'AL MAIN TR'KS.	MILES SIDE TR'KS.	LENGTH OF ALL TRACKS.
Chicago to East St. Louis.....	280.60	82.03	110.06	472.69
Coal City Line.....	29.76	.....	9.93	39.69
Dwight to Wash- ington and La- con	79.80	.....	6.60	86.40
Roundhouse to Kansas City.....	250.42	1.17	62.29	313.88
Bloomington to Wann, via Upper Alton	158.00	.....	19.00	177.00
Mexico to Cedar City	50.00	.....	3.49	53.49
Total miles ..	848.58	83.20	211.37	1143.15

The following tables show the gross earnings of the Chicago & Alton company from the shipment of farm products in Illinois and Missouri, from the years 1881 to 1890, inclusive, with the per cent. which the same bears to the gross earnings:

I.—ILLINOIS.

YEAR.	RECEIPTS FROM FARM PRO- DUCTS.	PER CENT. OF GROSS EARN- INGS ON FRGT. TRAFFIC.	PER CENT. OF GROSS EARN- INGS ON ALL TRAFFIC.
1881.....	\$799,340.00	18.65	13.78
1882.....	768,813.00	16.77	12.28
1883.....	576,792.90	12.81	9.04
1884.....	5,861,677.00	12.30	8.58
1885.....	599,919.83	14.84	10.20
1886.....	710,747.97	18.12	12.25
1887.....	712,440.85	16.23	11.05
1888.....	769,141.38	20.43	13.57
1889.....	855,372.95	22.75	15.07
1890.....	822,803.36	23.27	15.22

II.—MISSOURI.

YEAR.	RECEIPTS FROM FARM PRO- DUCTS.	PER CENT. OF GROSS EARN- INGS ON FRGT. TRAFFIC.	PER CENT. OF GROSS EARN- INGS ON ALL TRAFFIC.
1881.....	\$301,662.00	23.92	17.15
1882.....	297,424.00	29.4	0.30
1883.....	455,039.32	16.82	18.72
1884.....	340,656.49	19.15	13.34
1885.....	282,372.50	20.24	3.36
1886.....	307,541.89	20.94	13.50
1887.....	352,561.21	20.97	14.14
1888.....	333,659.77	29.35	18.08
1889.....	390,045.56	33.29	1.19
1890.....	334,547.12	31.77	20.17

The stockholders of the Chicago & Alton company have attested their appreciation of the services rendered by their general officers, by re-electing substantially the same official staff. The general officers of the company residing in Chicago in 1893, were as follows: Timothy B. Blackstone, president; J. C. McMullin, vice-president; C. N. Foster, secretary and treasurer; William Brown, general solicitor; Chauncey Kelsey, auditor; C. N.

Chappell, general manager; J. N. Wood, assistant general manager; N. C. Draper, chief engineer; H. H. Courtright, general freight agent; A. Newman, assistant general freight agent; J. Chariton, general passenger agent; C. Huntington, general baggage agent. The resident members of the directory were: Timothy B. Blackstone, James C. McMullin, Albert A. Sprague, A. C. Bartlett and John B. Drake.

THE NET EARNINGS FROM FREIGHT TRANSPORTATION OF THE CHICAGO & ALTON R. R. COMPANY FROM 1871 TO 1890 WERE AS FOLLOWS:

YEAR.	TOTAL NUMBER OF TONS CARRIED.			PERCENT-AGE OF		AVERAGE MILES HAULED.	TONS HAULED PER MILE.	RECEIPTS PER TON PER MILE.	REVENUE.
	THROUGH FREIGHT.	LOCAL FREIGHT.	TOTAL.	THROUGH FREIGHT.	LOCAL FREIGHT.				
1871.....			1,502,476	10.46	89.54	....	....	....	\$3,740,203.07
1872.....			1,601,799	11.26	88.74	....	....	....	3,667,642.90
1873.....			1,642,440	9.0	90.70	....	....	....	3,897,461.76
1874.....	269,510	1,21,648	1,421,158	17.24	82.76	114.2	162,306.676	2.123	3,446,880.91
1875.....	181,080	1,365,772	1,445,852	11.65	88.35	108.6	168,923,879	1.778	3,173,531.43
1876.....	281,985	1,56,250	1,818,235	14.50	85.50	119.8	17,835,161	1.66	3,54,246.07
1877.....	346,067	1,274,111	1,560,188	22.18	77.82	135.8	211,947,565	1.447	3,67,769.22
1878.....	341,408	1,625,898	1,967,306	17.35	82.5	121.1	48,286,314	1.298	3,409,598.2
1879.....	61,742	2,011,435	2,637,177	23.65	76.35	114.7	40,234,39	1.054	4,242,791.39
1880.....	895,879	65,999	3,071,788	26.24	73.76	156.7	451,474,780	1.246	5,808,484.0
1881.....	799,051	2,475,953	3,75,004	24.40	75.60	136.5	447,009,997	1.241	5,546,869.44
1882.....	772,975	2,749,865	3,52,800	21.04	78.96	148	474,231,08	1.261	5,948,133.31
1883.....	871,183	3,617,13	3,488,496	24.97	75.03	157.4	549,69,534	1.18	6,197,680.84
1884.....	980,380	6,79,904	3,598,284	27.25	72.75	167.5	602,768,054	1.007	6,073,674.61
1885.....	889,207	2,741,811	3,631,108	24.49	75.51	148.3	538,52,498	1.099	5,432,633.33
1886.....	976,614	2,713,446	3,611,100	25.68	74.31	133.6	960,824,279	1.061	5,392,068.53
1887.....	1,639,708	3,088,412	4,123,100	25.2	74.78	155.6	641,65,562	0.946	6,070,639.31
1888.....	800,383	94,774	3,785,160	21.5	78.85	4.0	531,896,327	0.918	4,901,247.96
1889.....	840,557	2,670,844	3,411,391	24.28	75.72	155.2	537,301,26	0.918	4,932,266.83
1890.....	765,231	2,634,474	3,399,705	22.51	77.49	15.8	519,680,191	0.883	4,588,224.92

PASSENGER EARNINGS.

YEAR.	NUMBER OF PASSENGERS.	AVERAGE DISTANCE TRAVELED, MILES.	NO. PASSENGERS HANDLED ONE MILE.	RECEIPTS PER PASSENGER PER MILE.	AVERAGE FARE PAID BY EACH PASSENGER.	REVENUE.
1871.....	715,682	....	....	....	\$1.75	\$1,273,793.44
1872.....	772,506	....	....	....	1.72	1,329,714.83
1873.....	829,876	....	....	....	1.66	1,379,425.63
1874.....	904,223	48.34	43,462,511	3.267	1.57	1,29,350.42
1875.....	826,264	46.70	39,913,851	3.126	1.46	1,26,877.77
1876.....	873,873	47.16	41,231,777	2.956	1.39	1,218,820.91
1877.....	860,237	47.36	40,432,272	2.974	1.41	1,211,817.66
1878.....	781,991	48.24	37,797,542	2.834	1.37	1,071,103.68
1879.....	843,429	64.28	54,219,70	2.416	1.55	1,31,798.17
1880.....	1,203,545	65.13	78,205,565	2.768	1.35	1,624,668.08
1881.....	1,49,606	62.07	92,847,460	1.822	1.13	1,697,54.44
1882.....	1,661,961	60.72	101,150,99	1.95	1.18	1,973,100.69
1883.....	1,805,140	58.73	106,028,679	2.141	1.25	2,270,379.08
1884.....	1,907,486	62.89	119,946,411	1.899	1.19	2,78,429.14
1885.....	1,721,286	63.37	109,078,875	2.25	1.28	2,209,502.14
1886.....	1,735,49	65.2	114,250,158	2.02	1.33	2,311,041.09
1887.....	1,767,196	67.98	140,001,687	2.06	1.40	2,474,151.22
1888.....	1,840,135	64.46	118,107,585	1.88	1.21	2,321,004.79
1889.....	1,717,678	60.54	104,000,168	1.13	1.29	2,218,70.90
1890.....	1,868,348	62.9	117,016,313	1.79	1.13	2,068,759.66

THE FINANCIAL RESULTS OF THE OPERATIONS OF THE CHICAGO & ALTON R. R. COMPANY, FROM 1871 TO 1890, WERE:

YEAR.	GROSS EARNINGS.	OPERATING EXPENSES.	PER CENT.	NET EARNINGS.	INTEREST, RENTALS AND SINKING FUNDS.	DIVIDENDS.
		AMOUNT.				
1871.	\$ 5,278,910 23	\$ 3,101,917 65	58.36	\$ 2,198,085 46	\$ 887,270 23	\$ 1,116,097 88
1872.	5,156,325 71	3,277,178 27	63.60	1,879,147 44	876,846 97	1,145,483 13
1873.	5,447,540 77	3,376,254 87	61.41	2,121,285 90	1,005,165 53	1,135,680 40
1874.	5,116,228 03	2,901,351 16	56.60	2,214,766 97	1,073,856 14	1,135,000 00
1875.	4,666,763 83	2,063,125 34	56.77	2,652,638 49	1,058,243 45	1,083,080 00
1876.	4,960,528 60	2,844,290 49	56.53	2,269,467 58	1,032,707 91	988,652 00
1877.	4,414,343 08	2,457,705 27	55.06	2,107,337 46	1,135,005 49	926,898 50
1878.	4,671,619 13	2,660,129 76	56.94	2,156,384 22	1,188,613 16	861,169 00
1879.	5,755,677 19	3,171,456 59	55.10	2,706,156 56	1,346,928 50	765,776 00
1880.	7,687,235 98	4,209,241 27	54.10	3,625,402 24	1,870,988 83	854,350 00
1881.	7,557,740 42	4,321,375 00	57.17	3,408,027 17	1,932,984 00	1,077,760 00
1882.	8,215,495 12	4,684,503 50	57.02	3,729,613 59	1,968,230 66	1,083,080 00
1883.	8,819,600 38	5,067,032 62	58.85	3,930,652 06	1,991,149 62	1,194,184 00
1884.	8,709,274 22	5,133,790 16	58.94	3,822,627 87	1,982,230 29	1,646,840 00
1885.	7,983,160 33	4,612,847 40	57.70	3,380,321 93	1,637,833 79	1,409,750 00
1886.	8,060,639 34	4,950,955 18	57.70	3,409,684 16	1,640,291 09	1,407,224 00
1887.	8,941,866 31	5,270,202 84	58.94	3,671,183 47	1,634,321 01	1,407,644 00
1888.	7,511,465 19	4,668,084 45	62.14	2,843,380 74	1,598,036 82	1,407,608 00
1889.	7,516,616 44	4,571,735 99	60.82	2,944,880 45	1,515,962 88	1,407,712 00
1890.	7,065,753 15	4,182,001 55	62.00	2,683,751 60	1,637,798 89	1,407,570 00

The place of birth of this company was Chicago, Milwaukee & Milwaukee, and its St. Paul Railroad. nucleus was the Milwaukee & Mississippi company, organized in 1849, with Edward D. Holton as president. Ground was not broken until 1856, and trains began running to Prairie du Chien in April, 1857. In 1859-60, the company defaulted in payment of interest on its mortgage bonds and a sale was ordered. To take advantage of this forced sale, a new company obtained a charter from the legislature of Wisconsin on April 14, 1860, under the name of the Milwaukee & Prairie du Chien railroad company. The incorporators were: Lewis H. Meyer, William P. Lynde, Allen Campbell, William Schall, John Wilkinson, John Catlin, Hercules L. Dousman and N. A. Cowdrey. These parties completed the purchase on January 21, 1861, and continued to manage the road until it was absorbed by the present corporation in 1866. Byron Kilbourn was president of the line to Prairie du Chien from 1849 to 1851; John Catlin, 1851-56; E. H. Brodhead, 1857; John Catlin, 1858-59; L. H. Meyer, 1860-65; Alexander Mitchell, 1866.

The Milwaukee & Watertown railroad was incorporated in March, 1851, and the preliminary survey made two years later. Before

the close of the year 1856 trains were running between Milwaukee and Columbus. In 1863, after undergoing many changes, this line became known as the Milwaukee & St. Paul railroad, and in 1866 became the La Crosse division of the present line.

Meanwhile, in April, 1852, the La Crosse & Milwaukee railroad company had been incorporated, and in June, 1852, the Milwaukee, Fond du Lac & Green Bay railroad company was formed by consolidation of two other railroad charters. The construction of a line between Milwaukee and Fond du Lac was begun in the same year. In 1854, the La Crosse & Milwaukee was consolidated with the Milwaukee, Fond du Lac & Green Bay, under the name of the latter. Work was pushed rapidly forward towards La Crosse, and at the same time a beginning was made in the extension of the road towards Fond du Lac. By December, 1856, both lines had been completed as far as Horicon, fifty-one miles from Milwaukee.

The financial condition of the new company was not sufficiently strong to stand the panic of 1857. Numerous suits were instituted and litigation at one time seemed to be endless. In 1859, two rival sets of officers claimed the right to manage the line, which had been opened to LaCrosse the year before.

In 1860, Hans Crocker was appointed receiver, and in that capacity he managed the road until 1863. In that year the Milwaukee and St. Paul company purchased that portion of the line between Portage and LaCrosse, and four years later the remainder of the road, running between Portage and Milwaukee. In 1863, the Milwaukee & St. Paul also purchased a line from Horicon to Berlin, known as the Milwaukee & Horicon road. The latter company was chartered in 1852, and had gone into the hands of a receiver prior to its sale to the Milwaukee & St. Paul. It now forms a part of the northern division of the present road.

On May 5, 1863 an organization was formed with a view of buying all the roads mentioned above. It was called the Milwaukee & St. Paul railroad company, and the principal movers in the enterprise were: Isaac Seymour, N. A. Cowdrey, Horace Galpin, D. M. Hughes, William Gould, F. P. James and George Smith, of New York; and Asahel Finch and William N. White, of Milwaukee. The legislature of Wisconsin authorized the purchase of all these lines, and in February, 1874, the road having been extended to Chicago, the name of this city was prefixed to the title of the road which thus became the Chicago, Milwaukee & St. Paul railroad company. The first president of the road was D. M. Hughes, who filled the position during 1863-4, and was succeeded by Alexander Mitchell in 1865.

In May, 1878, the company purchased the greater part of the stock and bonds of the Dubuque & Southwestern railroad, in Iowa, extending from Farley, a point on the Illinois Central railroad, twenty-three miles west of Dubuque, in a southwesterly direction for fifty miles, to Cedar Rapids.

During the year 1880, the company availed itself of an opportunity to secure the entire remainder of the mortgage bonds of the Madison & Portage railroad company, having previously (1871) acquired a portion of the issue. The Madison & Portage had extended from Madison to Portage City, and formed a connecting link between the Mississippi river

and the La Crosse & Prairie du Chien division of the Chicago, Milwaukee & St. Paul road. The road had been in possession of, and operated by, the Milwaukee & St. Paul company from the date of its completion, and was bought by the latter company under foreclosure proceedings upon the first mortgage bonds, instituted in 1878.

The Minnesota Midland railroad company was organized in 1877, to construct a narrow gauge railway from Wabasha, on the river division of the Milwaukee and St. Paul line westerly across the State of Minnesota; and in May, 1878, sixty miles of the line had been completed, between Wabasha and Zumbrota. The control of the road being deemed a matter of prime importance, the Chicago, Milwaukee and St. Paul company purchased most of the Midland's securities, and assumed the operation of the road under a lease.

The Viroqua railroad company was organized during 1878, to construct a railroad from Sparta, on the line of the LaCrosse division, southwesterly to Viroqua, Wis., thirty-two miles, the city of Viroqua extending municipal aid to the amount of \$50,000. Ten miles of road were constructed and operated in 1878; the remainder was completed in 1879; and in 1880 the road was transferred to, and became a part of the line owned by, the Chicago, Milwaukee and St. Paul company.

Besides the purchase above recited, an extension of one hundred miles was made under authority, granted by the Iowa legislature, conferring upon the company the land grant of 200,000 acres in northwestern Iowa, applicable to the construction of a road from Algona to a junction with the Sioux City and St. Paul railroad, a distance of about eighty-five miles, on condition that the road should be completed by January 1, 1880. The conditions were accepted and the road completed within the year, with fifteen miles in addition, which extended the line to within twenty miles of the eastern boundary of Dakota Territory.

In 1879, the Oskosh & Mississippi railroad,

twenty miles long, was leased,—the securities, however, as in the case of the Minnesota Midland, being mainly owned by the lessee.

During 1880, the following roads were purchased:

	Miles.
Hasting & Dakota extension (from Glencoe to Ortonville)	128
Southern Minnesota railroad, (from LaCrosse, Wis., to Flandreau, Dak., with branch to Makato) ..	347
Chicago, Clinton, Dubuque & Minnesota railroad, (from LaCrescent, Minn., to a point below Sabula, Iowa, with four branches running westerly)	324
Wisconsin Valley railroad, (from Tomah, Wis., northerly to Merrill, on the Wisconsin river)	109
Mineral Point railroad, (from Mineral Point, Wis., to Warren, on the Illinois Central road, with branch from Calamine to Platteville)	51
Pine River Valley & Stevens Point railroad, (from Lone Rock, on the Prairie du Chien Division, northwesterly)	16
Chicago & Pacific railway (westerly from Chicago to Byron, on the Rock River, by way of Elgin)	89
Sioux City and Dakota railroad, (from Sioux City, Iowa, to Yankton, Dak., with branch from Elk Point to Sioux Falls)	181
	1,195

In addition to the purchase of the lines above mentioned, the mileage of the road was increased by the construction of 349 miles of branches and extensions, distributed among the States crossed as follows: In Illinois, 29 miles; in Wisconsin, 21 miles; in Minnesota, 36; in Iowa, 42; and in Dakota, 221 miles.

The purchase of the Chicago & Pacific railway gave the company (with the construction of twenty-six miles of additional road) a direct route from Chicago to the Mississippi river at Savanna, and thence to Marion and Cedar Rapids.

By the purchase of the Chicago, Clinton, Dubuque & Minnesota railroad, the Chicago, Milwaukee & St. Paul secured a continuous line along the Mississippi river from Minneapolis to Rock Island and Davenport, as well as a short route between Chicago and Dubuque.

In connection with the purchase of the Southern Minnesota road the company became the owner of 315,000 acres of excellent farming land along the line acquired. A

land grant of 120,000 acres from the general government was also secured by the completion of one of the extensions of the road. Through a settlement made with the McGregor & Missouri River railroad, 130,000 acres in addition were obtained. For the management and disposal of the lands thus obtained, a land department was organized in 1880.

In 1881, the board of directors, deeming it of importance to secure a cheap and reliable supply of fuel, purchased three thousand acres of coal lands at Braceville, sixty-one miles west from Chicago, at a cost of \$293,000; and two thousand acres of coal lands near Oskaloosa, Ia., at a cost, including improvements, of \$210,000.

The same year (1881) the aggregate extensions amounted to 442 miles, which, added to the 3,775 miles previously owned by the company, made it the owner of 4,217 miles of completed railroad. The most noteworthy of the year's extensions was the building of 198 miles on the Chicago & Pacific western division, extending from Marion to within sixty-four miles of Council Bluffs. The following year the road was completed to the latter city, and a continuous line between that point and Chicago, 498 miles in length, was established. Its completion also opened a connection with the Union Pacific and other trans-continental lines, at the Missouri river.

The entire increase in mileage during 1882 was 303 miles, making a total of 4,520.

In 1883, extensions aggregating 240 miles were made, of which 146 were in Dakota, fifty in Iowa and forty-four in Wisconsin. These additions swelled the total mileage of the road at the close of the year to 4,760 miles, to which forty-four miles were added in 1884.

During the years 1880-1884 were also made considerable improvements in Chicago, among the chief of which may be enumerated the following:

In 1880, besides adding largely to its grounds for yard and depot purposes in this city, the company secured, in its own right, suitable facilities for the storage of grain.

In 1880 there was expended on new viaducts in Chicago, \$40,326.78; in 1881, \$22,248.15; in 1882, \$26,380.82; in 1883, \$1,166.20; in 1884, \$4,641.12.

For real estate (other than buildings) in Chicago was expended, in 1881, \$422,089.37; in 1882, \$138,709.07; in 1883, \$4,008.91; in 1884, \$228,522.40.

For buildings, the outlay in 1882, was \$59,711.30; in 1883, \$42,160.03; in 1884, \$4,953.62.

During the year 1885, the company acquired, by purchase, the Fargo & Southern railway, 117 miles in length, extending from Ortonville to Fargo, 46 miles of the line being in Minnesota and 71 miles in Dakota. This purchase increased the total mileage to 4,921.

The gross earnings during 1885 showed an increase of \$942,274.74, amounting that year to \$24,413,272.92, as against \$23,470,998.18 in 1884. There was, however, an increase of \$652,843.02 in operating expenses; yet the net earnings for the year were \$9,900,811.57, or \$289,431.72 in excess of those during 1884. The total tons of freight moved during 1885 were 6,482,869, being 459,853 more than the number moved during the year before. At the same time the rates were so far decreased as to reduce the average price per ton per mile received for freight to 1.28 cents.

The capital stock of the company was increased during the year by an issuance of 49,999.17 shares, representing the value of \$4,999,917. This increase made the total capital stock on December 31, 1885, \$52,445,161. The funded debt amounted on the same date to \$101,470,000, making the total capitalization in stock and bonds \$153,915,161, being at the rate of \$31,277 per mile. The outlay for construction, equipment and real estate amounted to \$1,002,750, of which \$42,452.06 was expended in the purchase of real estate in the city of Chicago.

During the year 1886, 377.06 miles of new road were built, in the States of Wisconsin,

Iowa, Minnesota and Missouri, and the then territory of Dakota. This increased the total mileage of road to 5,298 miles.

The net earnings for that year amounted to \$10,158,139.07, which was an increase over 1885 of \$257,337.50. Some idea of the immense business done by the company may be gathered from the fact that there were transported during these twelve months 7,085,072 tons of freight and 6,482,869 passengers.

The bonded debt was increased by an issuance and assumption of bonds to the amount of \$10,485,000, while there were redeemed outstanding obligations reaching \$297,000. Of this latter sum, \$15,000 was taken out of the issuance of 150 shares of preferred stock, which amount constituted an increase in the total capitalization of the company.

Additional real estate was purchased in Chicago, to be added to that already bought as a site for the new freight house, for which was paid \$13,399.79. A new passenger station at Milwaukee was completed this year, to be used jointly by the Milwaukee & St. Paul, the Wisconsin Central, and the Milwaukee & Northern railroads.

The construction of a line to Kansas City was pressed forward, and the acquisition by the company of a one-fifth interest in the Belt railway company of Missouri rendered possible the securing of favorable terms for the use of the last-named company's tracks as an entrance into that city. A contract was also concluded with the Wisconsin Central for the use of the track of the northern division of the Milwaukee & St. Paul road from Rugby to Milwaukee, 27.06 miles, and terminal facilities at the latter point.

The completion of several important extensions and branch lines in 1887, with the construction of several smaller branches in Wisconsin and Minnesota, and the acquisition of the Chicago, Evanston & Lake Superior railroad by lease for 999 years, and the purchase of its capital stock, added to the main track of the company 371.95 miles.

The average number of miles operated during the year was 5,355.

An increase of \$647,720.81 in gross earnings was shown, but owing to the fact that the expenses were augmented by the sum of \$766,429.70, the net earnings fell off \$118,708.89.

The report of the land department at the close of the year 1887 showed total sales of land in Iowa, Minnesota and Wisconsin amounting to 23,181.31 acres, leaving a balance unsold of 68,054.72. The total receipts from sales for 1887 were \$183,771.82 and the estimated value of unsold land and uncollected contracts was \$618,648.28.

At the annual meeting of the stockholders in June, 1887, an increase of the common stock amounting to 100,000 shares, was authorized, and of this amount there were issued during the year between \$8,000,000 and \$9,000,000. Of the new stock so issued there were 30,000 shares delivered in payment for 17,466 shares, (the entire capital stock) of the Chicago, Evanston & Lake Superior company, and for \$1,254,000 of the six per cent. first mortgage bonds of that company.

Through the purchase of the latter road the Milwaukee & St. Paul acquired control of a most valuable corporate property, consisting of an independent entrance into the city of Chicago, to a point as far south as the Union passenger depot at the corner of Canal and Adams streets, with about sixteen acres of land, advantageously located for station and yard purposes, and twelve miles of double track of city and suburban railway, extending from a central point in the city to the village of Evanston.

Some 12,239 shares of the 100,000, the issuance of which was authorized as before stated, were held in the treasury of the company for use in the purchase of additional railway properties, or for such other purposes as the directors might deem the interest of the line to require.

The year 1888 was not as financially prosperous as the two years preceding. The

gross earnings fell off \$498,393.42, while the operating expenses increased \$2,050,659.59, causing a decrease in net earnings of \$2,549,053.01.

On February 28, 1889, the legislature of Wisconsin amended the articles of association of the company, and provided that its fiscal year should end on June 30, instead of December 31; that the time of holding the annual meeting should be in September instead of June; and that the directors to be elected in June, 1889, should continue in office until the annual meeting in September, 1890.

The miles of road constructed during the year ending June 30, 1889, were as follows:

From Evanston to Wilmette, in Illinois, 1.63 miles, at a cost of \$93,340.87; from Maquoketa to Hurstville, in Iowa, 2.34 miles, at a cost of \$22,627.90, to reach lime kilns at the latter place; from Bapham Junction to Zeda, in Wisconsin, 2.66 miles, at a cost of \$24,260.06, to reach bodies of timber.

The net earnings for the year named showed an increase of \$621,748.81.

At the annual meeting held in June, 1890, the stockholders approved the action of the Board in authorizing the execution of a general mortgage to the United States Trust Company, of New York, covering all the railway property and franchises of the company, to secure an issue of \$150,000,000 of general mortgage gold bonds, payable May 1, 1899.

The purpose of this issue was to retire and refund, at a lower rate of interest, the bonded indebtedness of the company; to provide funds for the extension of its railways, and for additional equipment, real estate and such other improvements as might be ordered by the Board of directors; to pay off the bonds issued by the Chicago, Evanston & Lake Superior railroad company on its railway and terminal property in the city of Chicago, previously acquired by the company, and to re-imburse it for expenditures made in constructing and equipping such



M. G. L. F. 1860

John Gault

THE END

portions of its railroad as were not covered by any of its mortgages.

Of the bonds so authorized, \$6,000,000, bearing four percent. interest, were issued—\$5,000,000 of which were sold. These represented the cost of constructing and equipping about 178 miles of railroad not theretofore mortgaged, and the amount expended by the company in paying off and canceling \$2,500,000 first mortgage bonds of the Evanston company.

Of the remaining bonds, a sufficient amount was, by the terms of the mortgage, reserved to retire, dollar for dollar, the outstanding divisional and other bonds issued or assumed by the company, and the balance was to be applied to the other uses set forth in the mortgage.

During the year ending June 30, 1890, the mileage was decreased twenty-two miles, through the abandonment and taking up of the track between Emmetsburg and Estherville, in Iowa.

The construction of the following new roads was begun, but not completed during the year :

From Necedah, on the Necedah branch of the LaCrosse division, to Dexterville Junction, on the Wisconsin Valley division, a distance of 17 miles; and from Lynn, Clark county, Wisconsin, northwesterly in the direction of Greenwood, Clark county, a distance of 12 miles. This construction was done under the name of the Lisbon, Necedah & Lake Superior railroad company, and was undertaken in order to open the hardwood country in that section, and make it tributary to the main lines of the company. Negotiations were concluded, to take effect in July, for the acquisition of the railroad already constructed from Dexterville Junction to Lynn, with branches, aggregating 40.92 miles, at a cost of \$531,960.

A contract was made with the Union Pacific railway company, by which the Chicago Milwaukee & St. Paul obtained the right to the use of the Union Pacific main tracks from the terminus of the former company's tracks in Council Bluffs, Iowa, to a point in South

Omaha, including the use of the bridge over the Missouri river and the Union passenger station in Omaha, with other rights necessary to place the company on the same basis as if it owned its own tracks from Council Bluffs to South Omaha. This contract was for a period of nine hundred and ninety-nine years, and obviated the necessity of building another bridge at Omaha, which had been seriously considered by the directors.

The traffic conditions during the year were unfavorable, and a condition which led to low rates on competitive traffic also reduced local rates through the operation of the long and short haul clause of the inter-state law. Notwithstanding this fact, however, the net earnings showed an increase of \$358,436.75. The rates for transportation of freight were the lowest ever reached in the history of the company. In this connection the following table, showing the gradual decline in freight rates for a series of years, will be of interest:

1865.....4.11 cts.	1874.....2.38 cts.	1883.....1.39 cts.
1866.....3.76 "	1875.....2.10 "	1884.....1.29 "
1867....3.94 "	1876.....2.04 "	1885.....1.82 "
1868.....3.49 "	1877....2.08 "	1886.....1.17 "
1869....3.10 "	1878.....1.80 "	1887.....1.09 "
1870.....2.82 "	1879....1.72 "	1888.....1.06 "
1871....2.54 "	1880.....1.76 "	1889.....1.059 "
1872.....2.43 "	1881.....1.70 "	1890....0.995 "
1873.....2.50 "	1882.....1.48 "	1891.....1.003 "

An important event in the history of the company, which occurred this year, was the decision of the supreme court of the United States in the case of the company against the State of Minnesota, known as the "Milk Case." The statute of Minnesota authorized the railroad commission, in certain contingencies, to fix the compensation to be paid railroad companies for transportation.

The commission assumed to fix the rates of the company for the transportation of milk.

The company claimed that the compensation fixed was inadequate and unreasonably low, and refused to comply with the order of the commission establishing rates. The latter body applied to the supreme court for a writ of mandamus to compel the road to adopt the rate fixed. The company answered that it was unjust and unreasonable.

The supreme court of Minnesota held that the statute authorized the commissioners to fix the rate; that the company could not be heard to object, that the rate was a reasonable and just one; that the tariff fixed by the commissioners was the only reasonable rate under the law; that the company was bound to obey it, and that the court had no power to inquire into the question as to the reasonableness of the commission's action in the premises.

The company removed the case by writ of error to the supreme court of the United States, which tribunal reversed the decision of the supreme court of Minnesota, holding that although the legislature had the power to regulate and control railroads, it was not authorized to fix their compensation below what was reasonable for the service rendered; that the question as to what was a reasonable compensation was a judicial question, to be decided by the courts, and not by the legislature, and that any statute that attempted to fix compensation of railroads beyond the power of the courts to inquire into its reasonableness was unconstitutional and void.

Among the principal officers of the company (1893) the following are residents of Chicago: Roswell Miller, president; E. P. Ripley, first vice-president; F. G. Ranney, treasurer; John T. Fish, general solicitor; John W. Cary, general counsel; W. N. D. Winne, auditor; A. J. Earling, general manager; D. J. Whittemore, chief engineer; W. G. Collins, general superintendent; K. C. Bird, freight traffic manager; J. H. Hiland, general freight agent; G. M. Hefford, general passenger ticket agent. Chicago directors, Philip D. Armour and Roswell Miller.

From the annual report of the company for 1893, the following comparative statement has been compiled:

	1892.	1893.
Earnings from freight.....	\$23,241,420.76	\$24,393,848.64
" " passengers....	6,639,136.75	7,138,560.75
" " mail, expr. etc.	2,420,950.83	2,442,645.32
Gross earnings.....	\$32,301,508.34	\$33,975,054.71
Total operating expenses....	20,818,004.50	22,488,107.83
Net earnings.....	\$11,483,503.84	\$11,486,946.88

The total number of miles of track operated by the company at the close of the fiscal year ending June 30, 1893, was 5,724.13, located as follows:

In Illinois.....	318.08 miles.
" Wisconsin.....	1,377.41 "
" Iowa.....	1,553.25 "
" Minnesota.....	1,120.09 "
" North Dakota.....	118.21 "
" South Dakota.....	1,096.82 "
" Missouri.....	140.27 "
Total length of main track.....	5,724.13 "

STATEMENT OF COMMODITIES TRANSPORTED
DURING THE YEARS ENDING JUNE
30, 1892 AND 1893.

COMMODITIES.	1892.		1893.	
	TONS.	PER CENT.	TONS.	PER CENT.
Flour.....	485,350	4.195	429,704	3.504
Mill Feed.....	106,540	.921	156,201	1.274
Wheat.....	1,219,383	10.540	1,476,071	12.038
Rye.....	83,675	.723	61,587	.502
Barley.....	587,743	5.081	588,047	4.771
Oats.....	400,382	.461	455,926	3.718
Corn.....	301,665	2.608	551,220	4.449
Flax Seed.....	234,890	2.030	140,617	1.147
Hay.....	131,793	1.139	151,011	1.235
Dairy Products.....	53,654	.464	44,788	.365
Other Agricultural Products.....	117,778	1.018	184,253	1.503
Provisions.....	229,966	1.988	188,208	1.535
Salt.....	60,221	.520	68,939	.562
Lime, Cement and Plaster.....	215,967	1.867	170,632	1.392
Brick and stone.....	482,093	4.167	639,945	5.219
Iron and Steel.....	267,655	2.314	380,066	3.092
Manufactures.....	457,469	3.954	519,035	4.233
Coal.....	1,367,646	11.822	1,568,066	12.788
Live Stock.....	654,412	5.657	608,569	4.963
Lumber.....	1,894,191	16.373	2,083,329	16.824
Merchandise.....	841,341	7.272	1,135,727	9.263
Ice.....	252,774	2.185	178,432	1.455
Miscellaneous.....	1,122,312	9.701	878,969	7.168
Totals.....	11,568,930	100.000	12,561,705	100.000

The Wabash is the outgrowth of the old Northern Cross railroad, the first one, as a part of the internal improvement system constructed, and the only one of the many projected that was ever finished and run by the State. The route was surveyed in 1837, and construction commenced in 1838—the contract price therefor being \$8,430 per mile. The first rail was laid May 9, 1838, and the first locomotive that ever "turned a wheel" in Illinois was fired up and run November 8, 1838. The road was completed to Jacksonville from Meredosia, its starting point, twenty-four miles, January 1, 1840, at a cost of \$406,233. Its earnings up to that date had been \$3,756 and its expenses \$3,645. The road was finished to

Springfield and accepted by the governor, Ford, May 11, 1842. It was leased by the State to several different contractors, but never was made to pay expenses, and was finally sold April 26, 1847, in pursuance of a law passed that year, for \$21,000. A corporation known as the Sangamon and Morgan railway was formed, the road repaired and again opened to traffic July 22, 1849. As before, so since that time, its history has been interesting and eventful. Its name has been changed half a dozen times, and it has been at least twice in the hands of receivers, the last one being Gen. John McNulta, from 1887 to 1889, at which time, July 29th, the two corporations known as the Wabash Western, and the Wabash railways were consolidated and re-organized, since which time it has been operated by the owners.

The main line of the road extends from Toledo to East Hannibal, Ill., a distance of 462.3 miles, 191 of which are in Illinois.

Its branches are described as follows:

Bluffs to Quincy, Ill.	61.2 miles.
Clayton to Hamilton, Ill.	41. miles.
Chicago to Effingham, Ill.	213.4 miles.
Attica to Covington, Ill.	14.8 miles.
Shumway to Altamont, Ill.	10.3 miles.
Champaign to Sidney, Ill.	10.3 miles.
Streator to Fairbury, Ill.	31.5 miles.
Decatur to East St. Louis, Ill.	110. miles.
Edwardsville to Edwardsville Junction, I. l.	8.5 miles.
Maysville to Pittsfield, Ill.	6.2 miles.
Fairbury to Forrest, Ill.	5.5 miles.
Detroit to Logansport, Ind.	207.9 miles.
Chili to Peru, Ind.	9.5 miles.
Laketon Junction to Illinois line (with C. & A. R. R.)	103.3 miles.
Ind. line to W. Ind. line (with C. & W. Ind.)	11.8 miles.

Length east of Missouri river.	845.3 miles.
Lines west of the Mississippi river, main.	276.7 miles.
Lines west of the Mississippi river, branches	347. miles.

Total length of lines. 1,468.9 miles.

In 1892, the company built a line from Montpelier, O. to Hammond, Ind., 150 miles, which will be opened for traffic about May 1, 1893.

STATEMENT SHOWING MILAGE, CAPITALIZATION, COST AND EARNINGS FOR TEN YEARS.

YEAR.	ROAD OWNED, MILES.	CAPITAL STOCK.	BONDED DEBT.	COST OF ROAD AND EQUIPMENT.	ROAD WORKED, MILES.	GROSS EARNINGS.	NET EARNINGS.	NET EARNINGS, PER MILE.
1883	2,674.3	\$50,371,400	\$76,466,075	\$117,625,082	3,587	\$16,915,121	\$3,584,195	\$ 887.26
1884	2,747.8	54,626,800	76,434,834	117,855,560	3,582	16,461,603	2,610,329	754.48
1885	1,989.6	52,626,800	77,762,000	118,732,880	2,779	13,965,365	1,899,938	683.51
1886	1,671.9	52,626,800	80,762,000	118,732,880	2,196	12,806,461	2,074,866	1,354.56
1887	1,494.1	In process of reorganization.			1,980	13,420,172	3,555,689	1,938.28
1888	1,468.8				1,950	12,332,945	2,564,365	1,309.82
1889	1,442.3	52,000,000	78,000,000	129,970,000	1,844	12,590,482	2,776,246	1,427.81
1890	1,443.4	54,400,000	78,000,000	129,970,000	1,922	13,352,872	3,679,651	1,814.19
1891	1,451.2	52,000,000	78,000,000	129,928,500	1,923	13,028,287	3,463,404	1,800.96
1892	1,451.4	52,000,000	78,000,000	129,928,500	1,916	14,389,331	3,556,804	1,855.59

The principal offices of this road are at St. Louis; J. S. Goodrich is the Division Superintendent at Chicago. There are no Illinois directors.

This railroad was first organized and constructed as the Chicago, Danville & Vincennes. It was chartered February 16, 1865, and the main line from Chicago to Terre Haute was put in operation in the fall of

Chicago & Eastern Illinois Railroad.

1872. In 1871, the road was completed to the Terre Haute and Chicago railroad junction, one hundred and forty miles, giving the block-coal region of Illinois and Indiana direct connection with Chicago. The total number of miles operated by the company, in that year, was two hundred and five. The officers of the road were: W. D. Janson, president; Amos Tenney, treasurer; F. E. Irwin, Secretary; J. E. Young, manager;

C. B. Mansfield, ticket agent; Charles Greenwood, freight agent; C. E. Charlesworth, superintendent; and W. L. Robbins, chief engineer.

During the year 1871, an Indiana branch (subsequently abandoned), from Bismarck to Snoddy's Mills, was built, a distance of $24\frac{1}{2}$ miles. The value of the road and equipment at that time was estimated by the management to be \$7,428,122.06. The financial operations of the road were not satisfactory.

It is apparent that, with a bonded debt of nearly \$4,000,000 bearing 7 per cent. interest in gold, it was a mere question of time when the company should become insolvent; and, in 1875, the road passed into the hands of a receiver, by whom it was operated until, in 1877, a re-organization was effected. The line passed under the control of the Chicago & Eastern Illinois railroad company on September 1, of that year.

On May 1, 1880, the company leased the Evansville, Terre Haute & Chicago railroad, since which time it has been operated as the Terre Haute division of the Chicago & Eastern Illinois line.

Owing to the poor condition of the property at the time of the lease, the road was operated at a loss until 1892. Since that time, however, it has proved profitable. During the same year, the directory made a contract for the construction of a branch road of about seven miles, from Danville to the coal fields of Grape Creek, in Vermillion county. A contract was also made with the Chicago & Western Indiana to build from South Englewood, on their line, to South Chicago, and to grant the right of use of the line.

Owing to the delay occasioned by the litigation between the Lake Shore and the Chicago & Western Indiana companies over the question of crossing the tracks of the former at Sixteenth street, the company was for seventeen months, prevented from running passenger trains farther than the depot at Archer avenue, while freight entered the

city over the Pittsburgh, Cincinnati & St. Louis railroad. The right to reach the new passenger and freight depot, near the corner of State and Polk streets, was obtained about December 1, 1880; but the severity of the winter prevented a complete transfer of business until late in the spring.

The mileage of the road was somewhat increased in 1882 by the extension of the Grape Creek line to a junction with the Danville, Olney & Ohio river road, and the building of a thirteen-mile branch line, known as the Strawn & Indiana State Line road.

In 1888, the five lessees of the Chicago & Western Indiana railroad, namely, the Chicago & Eastern Illinois, Wabash, Grand Trunk, Louisville, New Albany & Chicago, and Chicago & Atlantic companies, became, by agreement, owners of equal shares in the property, including the belt railroad system around Chicago and the Indiana elevator. The design of the erection of a new and commodious passenger depot was at once conceived, and steps were soon taken to carry the plan into execution.

On July 19, 1885, a new steel bridge over the Ohio river, at Henderson, was opened for traffic, thus giving to the Chicago & Eastern Illinois, through its connection with the Louisville & Nashville railroad, an unbroken line to the South.

The following table shows financial results of the operation of the road from its re-organization until June 30, 1885.

YEAR ENDING	GROSS RECEIPTS.	OPERATING EXPENSES.	NET EARNINGS.
August 31, 1878	\$ 784,555.76	\$555,039.73	\$229,516.13
August 31, 1879	831,899.18	529,502.51	302,396.67
August 31, 1880	1,020,794.56	896,255.79	124,538.77†
June 30, 1881*	1,292,237.64	808,465.83	483,771.81
June 30, 1882	1,922,667.47	998,821.52	693,444.95
June 30, 1883	1,759,132.10	952,261.20	866,870.90
June 30, 1884	1,560,320.61	847,189.93	713,130.68
June 30, 1885	1,600,142.80	899,580.08	700,562.72

In February, 1889, the stockholders of the Chicago & Indiana Coal railroad (which was a consolidation of the Chicago & Indiana

* For ten months only. † For main line only.

Coal and the Indiana railway companies) were offered in exchange for their stock new stock of the Chicago & Eastern Illinois, share for share. This offer resulted in the consolidation of the two lines. The road owned one-fifth interest in the Chicago & Western Indiana railroad, and used the latter's line from Dolton to secure an entrance into Chicago.

By the lease of the Evansville & Terre Haute road, above referred to, the company acquired control of the Rockville extension, and of the Indiana Block Coal railway, the Chicago & Eastern Illinois assuming all rentals and taxes on those roads which had been previously paid by the Evansville, Terre Haute & Chicago.

The general officers of the company for 1892, who resided in Chicago, are named in the following list: M. F. Carpenter, president; G. S. Gifford, first vice-president; C. W. Hillard, second vice-president and treasurer; H. A. Rubidge, secretary and auditor; H. J. Messing, assistant secretary; U. R. Shower, assistant treasurer; O. S. Lyford, general counsel; W. J. Calhoun, general attorney; H. F. Baldwin, chief engineer; Charles H. Rockwell, general superintendent; G. J. Grammer, traffic manager; L. R. Brokenbrough, general freight agent; Charles L. Stone, general passenger, ticket and baggage agent. The Chicago members of the Board of directors were H. H. Porter, chairman; C. W. Hillard, M. J. Carpenter and O. S. Lyford.

The following table shows the financial results for the years succeeding 1885.

YEAR.	GROSS RECEIPTS.	OPERATING EXPENSES.	NET INCOME.
1886.....	\$1,823,388.50	\$1,011,557.38	\$ 811,831.17
1887.....	1,100,897.48	323,154.75	777,742.43
1888.....	1,137,558.23	693,290.72	444,267.51
1889.....	1,416,294.82	724,419.13	691,785.69
1890.....	1,834,769.45	894,629.12	940,140.33
1891.....	2,233,145.18	1,106,617.00	1,106,528.18

The charter under which this company, under the name of Atchison, Topeka & Santa Fe R. R. Co. son & Topeka railroad company, was organized was granted on Feb-

ruary 11, 1859, by act of territory of Kansas, and valuable grants of land were made by the general government March 3, 1863, and by the State of Kansas, February 9, 1864, to aid in the construction of the contemplated road. The name was changed to its present style November 24, 1863. The route prescribed by the act of incorporation was from Atchison, on the Missouri river, to the western boundary of the State of Kansas, in the direction of Santa Fe, New Mexico, the distance to be covered by the road being estimated at 500 miles. The company was granted ten years in which to complete the line, the period expiring on March 3, 1873. Operation were not commenced until after five years and six months had passed. In September, 1868, the charter was transferred to new parties, and in the year following twenty-eight miles of road were constructed. Thirty-four miles were added in 1870, and seventy-five miles in 1871. The estimated length of line then remaining to be built was 343 miles, and the time for the completion of the road and telegraph had almost expired, only one year remaining in which to perform a task of such magnitude. The new road found itself confronted with the danger of losing a very large part of the land grant unless the work was done within the time specified in the charter. The cost of materials had advanced, and rates of interest were high, and the fact that \$5,000,000 would have to be raised presented grave difficulties if not serious embarrassments. An effort was made to induce Congress to extend the time for the completion of the road for two years longer; but it was felt that the uncertainty of securing favorable action at that time, especially in view of the delay which had already occurred, rendered it unsafe to rely upon the issue of such endeavors.

In consequence the directors determined to complete the road before March 3, 1873—the time prescribed in the Act of Congress making the grant of lands. On March 22, 1872, the Board voted to proceed immediately with the building of the entire line. The means were provided, and the work completed.

But the advanced cost of material, the tightness of the money market, and the extraordinary rapidity with which the work had to be performed increased somewhat the cost of construction above what had been anticipated. Trains were run over the entire line from the Missouri river to Colorado, a distance of some 470 miles, on the 28th day of December, 1872. The gigantic task of construction was completed in an almost unprecedentedly short time, some 360 miles having been built in less than nine months. Nor was the soundness of the work done open to criticism, the line having been built in a more workmanlike manner than were the majority of roads in the far West. The directors justly claimed that the line would compare favorably with the best roads either East or West. It ran for the greater part in the valley of the Arkansas river, a district in which it was possible to construct easy grades and curves.

A considerable portion of the territory traversed by the road was but sparsely settled, and it would have been hardly reasonable to expect that the first year's business would have proved specially profitable. Nevertheless, the management was able to report to the stockholders under date of June 20, 1873, that the earnings for the portion of the road operated for the year ending March 31, 1873, being an average of about 283 miles, were over \$3,400 per mile, not including any charge for transportation of the very large amount of material required for construction purposes, which necessarily interfered with the business of the road, in requiring the use of rolling stock which might otherwise have been so employed as to swell the earnings for the year. In addition to this circumstance, the hauling of material inevitably increased the operating expenses, thereby seriously diminishing the net earnings. Despite all this, the operating expenses were not more than sixty-two per cent. of the gross earnings, and the directors, in their report above referred to, expressed the belief that had it not been for this increased cost the

line might have been operated at fifty per cent. of its receipts.

On March 31, 1873, the total liabilities of the company aggregated \$22,748,830.07, including both funded and floating debts; while the assets, including the value of 2,856,763 acres of land unsold, amounted to \$35,739,100.16, or \$12,990,270 more than the liabilities.

The same policy of rapid work which characterized the early days of the road's history has marked the extension and prolongation of what has become one of the prominent trunk lines of the country. On March 31, 1873, the length of road, including some twenty-nine miles of side track, was a little over 527 miles. During the twelve months preceding, the mileage had been increased more than 361 miles. The main line then extended from Atchison, on the Missouri river, to the western boundary of the State of Kansas, where it connected with the Colorado & New Mexico railroad, a portion of which was at that time under process of construction. A branch line had been built by the Atchinson management from Newton to Wichita, under the charter of the Wichita & Southwestern railroad company.

The company was prompt in recognizing not only the necessities, but also the possibilities, of its position. Feeling fully assured that it would be practically without competition for several years to come, the management determined to establish itself on such a thorough basis that future rivals would find it difficult to undermine the hold which the road had secured upon the business interests of the country traversed, and upon the fidelity of its employees.

It had erected fourteen commodious section houses for the accommodation of section men where other boarding houses could not be easily procured. Stock yards of ample capacity were located where there seemed to be a likelihood of a demand for facilities for the shipment of stock.

The following table, taken from the super-

intendent's report shows more in detail the character of the road:

MEMORANDUM SHOWING OPENING OF ROAD FOR
BUSINESS TO VARIOUS POINTS.

DATE.	FROM.	TO.	MILES OPERATED	MONTHS OPERATED
Till May 13, 1872	North Topeka	Newton.....	135.5	1.43
May 13, 1872	"	Wichita.....	163.	0.40
May 25, 1872	Atchison.....	".....	212.	0.74
June 17, 1872	"	Hutchinson.....	244.2	1.60
Aug. 5, 1872	"	Great Bend.....	297.	0.22
Aug. 12, 1872	"	Larned.....	318.7	1.23
Sept. 19, 1873	"	Dodge.....	379.1	5.03
Feb. 20, 1872	"	Sargent.....	496.8	1.34

Reference has been already made to the grant of lands to the company. It embraced 3,005,870 acres, and covered an average acreage of 6,400 per mile. The land was well watered, and was adapted to both agriculture and stock-raising, covering the only arable belt between the Missouri river and the Rocky Mountains. Some idea of its extent may be formed when it is said that it exceeded, in area, the entire State of Connecticut, and was about two-thirds as large as the State of Massachusetts. Within the twelve months ending March 31, 1873, the land was sold to a limited extent, at a price averaging \$6 per acre. The company adopted a liberal policy towards settlers, and to this fact may be in part attributed the rapid development of the territory traversed by the line. The management was quick to see the advisability of establishing a land department, and the report of this branch of the business of the road formed a part of the first report of the corporation.

The following extracts from this document are of interest in this connection, as showing the amount and course of the business transacted by the road in real estate:

The land mortgage of \$3,500,000 is only at the rate of about one dollar and twenty-five cents per acre, or one-half of the government price to purchasers for the intervening lands. There have been sold, during the year ending March 31, 1873, seventy thousand and fifty-eight and forty-four one-hundredths acres, at an average of a little over six dollars per acre. The aggregate sales up to that date amount to 147,397.29 acres, the gross proceeds

of which including the interest added to the time of payment, amounted to the sum of \$1,229,320.63.

Expenses of land department to March 31, 1872.	\$	26,672.25
" " " " 1873.	73,772.82	
Coupon interest to March 31, 1872.....	33,016.27	
" " " 1873.....	113,533.89	
Cash paid for bonds cancelled.....	20,000.00	
Balance due trustees, March 31, 1873.....	10,178.09	

\$ 277,133.92

CONTRA.

By cash payments on sales to March 31, 1872....	\$	87,208.93
" " " " 1873....	186,941.69	
Profit and loss, being discount on purchase of \$20,000 bonds.....	3,021.30	
	\$277,171.92	

With the completion of the line between the Missouri river at Atchison and Topeka, connections were formed with several important lines. The Hannibal & St. Joseph; the Kansas City, St. Joseph & Council Bluffs; and, over the tracks of the last mentioned road, with the Chicago, Burlington & Quincy, and with the Chicago, Rock Island & Pacific. Connections were also made at Atchison with the Wathena & Doniphan road from that point to St. Joseph, on the west side of the river, a most valuable outlet to the East being thus secured over the bridge at St. Joseph. There was also another valuable connection secured at Atchison with the Missouri Pacific road, and with the St. Louis, Kansas City & Northern railroad, through Winthrop and Harlem, over the K. C., St. J. & C. B. R. R. to St. Louis. The outlook for the line was bright, and it was not difficult to perceive that it was already stretching forward in the direction of the Queen of the Lakes.

Connection was also made with the Atchison & Nebraska railroad, running from Atchison northwest to Lincoln, in Nebraska. This gave the company eight connecting lines, and the road received at least three-fourths of its eastern business at Atchison.

In 1874, the management conceived the idea of building a road from the western terminus of the line to the city of Pueblo, in Colorado, believing that it would add greatly to the income of the road. A subscription list was opened, and nearly all the stock was taken before the 1st of June.

The road had already been extended to Granada, eleven miles west of the Kansas State line, and the distance to Pueblo was 140 miles further. This connection was under the management of the Pueblo & Arkansas Valley railroad company. It was completed in 1876, and leased by the Atchison, Topeka & Santa Fe company. This completion afforded the latter line a connection with the Denver & Rio Grande at Pueblo, and brought it 100 miles nearer to the vast and rich territory south and west of Kansas than any other railroad.

Scarcely less important than the construction of the line above mentioned was the leasing of the Kansas City, Topeka & Western railroad, running from Topeka to Kansas City, which was effected October 1, 1875.

Immigration followed the construction of the new lines fully as rapidly as had been expected. The land commissioner sold during the year 1875 75,495 acres, at an average of \$5.59, the sales for the last four months of the year being larger than those of the eight months preceding. The report of the same officer for the year following showed that fully 60 per cent. of these sales were made "in the extreme western counties of the land grants, in a country where four years ago there were no settlements."

The year 1876 also witnessed an increase of \$378,436.75 in passenger earnings, a circumstance which may be accounted for, in some measure, by the extensive advertising given to the country traversed by the road through the attractive display at the Centennial Exhibition, at Philadelphia. The freight earnings also showed an increase of \$571,357.89 as compared with those of 1875.

During this year also was inaugurated the policy of replacing iron by steel rails. Careful consideration was given to the question of the adoption of a pattern, and 1,000 tons were purchased and laid. The total length of the road at the end of the year 1876 was 711 miles, distributed as follows: Main line, 471 miles; Kansas City, Topeka and West-

ern, 66 miles; Wichita and Southwestern, 27 miles; Pueblo and Arkansas Valley, 147 miles.

During the year 1877, a new branch was projected from Florence down the Walnut valley to the south line of Kansas, and completed during the year as far as El Dorado, the county seat of Butler county, 31 miles, and was operated for about five months with fair results. Surveys were commenced for extensions into New Mexico from La Junta, Colo., distant 554.9 miles from Atchison. The same policy of construction was carried on during 1878. The line was pushed further into Colorado and New Mexico, being constructed and operated to Trinidad, Colo., 81.5 miles from La Junta, by September of that year, and surveys were made looking toward its completion as far as the Rio Grande. During 1879, three branch lines were constructed in Kansas, adding 191 miles to the line of the road in that State. In New Mexico, up to May 1, 1880, 268.48 miles were built, and trains began running into the city of Santa Fe in February, 1880, and into Albuquerque, on the Rio Grande, April 15, 1880. The property of the company was materially improved, and the road was in better condition at the end of the year 1879, as to equipment and outfit, than ever before.

The history of the extension of mileage is succinctly shown in the following table, taken from the report of the directors dated May 1, 1880:

YEAR.	MILES OPENED BY CLOSE OF YEAR.	GROSS EARNINGS.
1874.....	508.68	\$1,250,805.69
1875.....	711.61	1,520,358.31
1876.....	711.61	2,486,582.66
1877.....	786.00	2,679,106.51
1878.....	868.54	3,950,868.19
1879.....	1,167.56	6,381,442.51
1880 (May 1) ..	1,317.84	

The year 1879 was also distinguished as being the first in which dividends were declared upon the capital stock. The company obtained control of the Pueblo & Arkansas

Valley and also of the New Mexico & Southern Pacific railroads. Arrangements were also entered into by which the Atchison company secured an interest in the valuable franchise of the Atlantic & Pacific railroad company, thereby obtaining the right of way across Arizona and California to the Pacific coast. In connection with the St. Louis & San Francisco railroad company the directors undertook the building of a new road from Albuquerque, along the thirty-fifth parallel, which, it was believed, would in due time form part of a trans-continental line. This latter enterprise involved the construction of 600 miles of road, but the money was raised with comparatively little difficulty, and work begun at the time contemplated. The progress of construction during 1880 is best shown by the following extract from the report of the general manager for that year:

"In Kansas, the Marion & McPherson branch has been extended from McPherson to Lyons, a distance of 30.6 miles. This extension was completed and opened for business June 1, 1880.

"The extension of the Cowley, Sumner & Fort Smith branch, from Wellington to Caldwell, 23.3 miles, was completed and the line put in operation June 13th.

"The Manhattan, Alma & Burlingame railway, extending from Burlingame on the main line to Manhattan on the Kansas division of the Union Pacific railroad, a distance of 56.6 miles, was completed and opened for traffic August 1st. This road is owned jointly by this company and the Union Pacific, and is operated as an independent line.

"In Colorado, the Pueblo & Arkansas Valley railroad has been extended from Pueblo to the coal-banks at Rockvale, 37 miles west of Pueblo. This extension was completed the 25th of November. It is used only for the coal business.

"In New Mexico, the New Mexico & Southern Pacific road was opened to Santa Fe by a branch from Galisteo (now Lamy), 18 miles in length, the 16th of February. The main line was completed to Albuquerque, 250.4 miles from the State line of Colorado and New Mexico, April 15th, and to San Marcial, 102.5 miles farther, the 1st of October.

"At this point the New Mexico & Southern Pacific connects with the Rio Grande, Mexico & Pacific railroad, which is being pushed forward as rapidly as possible to a connection with the Southern Pacific of California, which will be made early in March, 1881, at a point to be known as Deming,

distant 128 miles from San Marcial and 1,133 miles from Atchison. From Rincon on this road, a point 76 miles south of San Marcial, the Rio Grande, Mexico & Pacific road is continued southerly to the Texas boundary, a distance of about 58 miles; and from that point a branch known as the Rio Grande & El Paso railroad is being constructed to El Paso, about 20 miles in length, which will be completed about May 31st, 1881."

The outlay for improvements and new equipment for 1880 (including \$1,325,760.49 for new rolling stock) amounted to \$1,801,025.31, and in order to provide funds for this and other expenditures, largely exceeding the balance of the equipment fund raised in 1879, necessitated by vigorous extensions of the lines in Kansas and New Mexico, \$2,242,400 additional capital stock was issued to the shareholders at par. The capital stock was further increased by the purchase or exchange of the stock of various connecting roads. The holders of \$3,257,500 in consolidated mortgage bonds availed themselves of the option to convert them into stock, thus still further adding to the capital but correspondingly reducing the bonded debt. At the same time \$1,185,000 additional five per cent. bonds were issued to complete the construction of the New Mexico & Southern Pacific railway, and also \$3,743,000 in bonds of the same denomination to purchase the stock of the Kansas City, Lawrence & Southern Kansas railroad.

During 1881, the directors arranged with the stockholders for the sale of additional stock, netting the sum of \$4,712,700. The greater portion of the sum was expended in the purchase of new equipment and in the enlargement and improvement of the shops, those at Topeka alone costing half a million dollars. A considerable outlay was also made for the betterment of the tracks, heavy steel rails being laid in place of iron rails worn out.

The construction of new roads undertaken by the company was also pushed forward with energy. The Rio Grande, Mexico & Pacific road, a continuation of the New Mexico & Southern Pacific from San Marcial

to Deming, where it connected with the Southern Pacific railroad, also from Rincon to the southern boundary of New Mexico, and the Rio Grande & El Paso road, which ran from the southern boundary of New Mexico to El Paso, were completed at the close of the spring. A through line was thus early secured for the Pacific business via Deming and the connection of the El Paso road effected with the Mexican Central railway at El Paso del Norte, which bid fair to result in a profitable business to the Atchison as soon as the Mexican Central was opened to Chihuahua.

It was the original intention of the directors to build an independent road from Deming to the Mexican boundary, to connect with the Sonora road, but a satisfactory proposition having been made by the Southern Pacific railroad company, looking to joint use of so much of its tracks as might be required, an agreement was made between the two companies by which the Atchison was to run its trains, with the same rights as the Southern Pacific trains, over their road from Deming to Benson, a distance of 174 miles. The construction of a line from Benson to connect with the Sonora railway at or near Los Nogales, on the Mexican border, was undertaken, the line to be known as the New Mexico & Arizona railroad. Its length is 87.78 miles, and the company at the close of 1881, had already expended over \$1,300,000 for work done and material purchased. This line was built in order to obtain the business from the Sonora railroad, and an opportunity having presented itself early in 1883 for obtaining absolute control of the last named line the directors availed themselves of it.

The management also purchased during the year large and valuable coal property in Kansas, Colorado and New Mexico, thereby reducing the cost of fuel to the company, and also laying the foundation for a large transportation business.

The Atlantic & Pacific railroad, in which the company held an important interest, had

reached, at the close of the year 1881, to a point 300 miles west of Albuquerque, and was progressing rapidly. The money needed to complete the road to the Colorado river was raised by new subscription.

The growth of the road during 1882 may be best shown by the following table, taken from the report of the directors for that year, which also shows the classification of the lines operated in whole or in part by the Atchison company.

I. The parent line and its auxiliaries, called the "Atchison system," with a mileage in Missouri, Kansas, Colorado, New Mexico and Texas of 1,820.47 miles.

II. The "southern Kansas system," all situated in Kansas, of 398.58 miles.

III. The "Sonora system," lying in the territory of Arizona, and in the State of Sonora, in the Republic of Mexico, 350.19 miles.

IV. The lines owned jointly with the Union Pacific railway, half mileage, 51.48 miles.

Total length of road, 2,620.71 miles.

Justly to comprehend these figures the reader should bear in mind that thirteen years prior to the issuance of the report from which the above extract is made, the Atchison, Topeka & Santa Fe railroad was an insignificant line in the far West, of only twenty-eight miles.

The policy of improvement determined upon by the directors in 1881, was prosecuted in 1882, at the close of which year the work was nearly completed. The increase in capital stock during 1882 amounted to \$9,772,800, the par value of the shares at the beginning of 1883 being \$56,906,700.

The year 1883 was a prosperous one. Additional steps were taken towards strengthening and advancing the line, with a view to its ranking among the best of the important western railway systems. Nearly two million dollars were spent in the construction of new branch lines, and over one and one-half million upon substantial improvements upon old roads.

By March 28, 1883, the Atlantic & Pacific railroad had been completed to a point 513 miles west of Albuquerque. The extension of this line contemplated reaching a point near The Needles, on the Colorado river, about sixty-five miles farther west. At the same time the Southern Pacific company was building southward from Mojave to The Needles, and a junction of the two lines was effected in the following October.

During 1884, the mileage of the various lines owned or controlled by the Atchison company was increased to 2,798.80; distributed among the States and territories of the United States and the Republic of Mexico as follows:

In Missouri.....	1.49
In Kansas.....	1,472.61
In Colorado.....	282.10
In New Mexico.....	672.26
In Texas.....	20.15
In Arizona.....	87.78
In Sonora, Mexico.....	262.41

On February 1, 1884, the Southern Kansas system was brought into direct connection with the main line of the Atchison at Emporia by the completion of the Kansas City & Emporia railroad, a branch line 56.42 miles, and the two systems became so interwoven that for the year 1884, and thereafter, the statements of the earnings and expenses of both were published as of one property.

The profits of the land department amounted to \$829,101.50 over and above expenses, taxes, interest on the land grant bonds, and cost of \$80,500 bonds purchased and canceled. The total outlay for construction for the year on all the lines and their several branches amounted to \$3,089,142.08. In the year 1882, the Kansas City Belt railway company, a Missouri corporation similar in its aims and achievements to the Belt road of Chicago, had been organized. The Atchison company, in the year 1883, became owner of one-half interest in the company in question, which on March 13, 1886, consolidated with a Kansas corporation having a similar name and purpose, and formed the Kansas City Belt railway company, the present title of the line.

The year 1885 was not a particularly eventful one in the company's history. The only extensions made were in Kansas and New Mexico, amounting in all to 22.25 miles. Neither was there any change made in the amount of capital stock, which, together with the stock of the various auxiliary companies controlled by the Atchison, amounted to \$20,174 per mile for 8,821.05 miles of road. The bonded debt of the Atchison and the Southern Kansas companies at the close of 1885 amounted to \$36,344,000.

In January, 1886, subscriptions were invited from the Atchison stockholders for the purpose of building various roads in Kansas, which were then about being consolidated into the corporation afterwards known as the Chicago, Kansas & Western railroad company. The construction of these roads was pushed forward vigorously during the year, and at its close 401.23 miles had been constructed. Only a small portion of its mileage was operated in 1886, but the returns were such as to give promise of satisfactory results when the various lines were brought into full operation. During the same period the Southern Kansas railway company extended its line in Indian Territory southerly in the direction of Fort Worth, Texas, and southwesterly toward the Pan Handle of the same State, while a road in the Pan Handle was commenced under the charter of the Southern Kansas railway company, of Texas. Early in the year the directors concluded the purchase of the entire capital stock of the Gulf, Colorado & Santa Fe railway company, the Atchison, giving its stock, at par, for the shares of the former company, at the rate of \$8,000 per mile of road built and to be built, the entire issue amounting to \$8,000,000. After this acquisition the Gulf road was extended northward to meet the Southern Kansas railway, the contract made calling for its completion by May 1, 1887. These various branches and extensions, together with others of minor importance, increased the total mileage owned and operated by the

Atchison company to 3,373.26. Other extensions were made by the Atlantic & Pacific and the California Southern railroads, one-half the capital stock in each of which was owned by the Atchison.

Toward the close of 1886 the directors, who had long been considering the project, became convinced of the great desirability—if not the absolute necessity—of a line to be owned and operated by the Atchison, between Kansas City and Chicago. In speaking of this subject in the annual report of 1886, p. 28, the directors say:

All the vast region covered by this system looks to Chicago as the main market from which it draws its supplies and disposes of its surplus product. To the patrons of our entire system west of the Missouri river Chicago presents attractions to the shipper and to the traveler far superior to those of any other western city. It is the great point of concentration and of distribution for all the West, the great lake region, Canada and the East. Since the assurance of the construction of our auxiliary roads in Kansas and the Indian Territory, the people along our whole system, above all other things, want direct, rapid and unobstructed communication with Chicago.

Accordingly charters were obtained in Illinois and Missouri, under which authority was given to construct independent lines between the Missouri river and the western metropolis, the length of which was to be 450 miles. The name of the company to operate the entire line was the Chicago, Santa Fe & California railway. Under the terms of the arrangement made, the Atchison company was to become the owner of all the capital stock issued by the company—except such as might be issued to towns and counties in return for local aid—in consideration of its guaranteeing the first mortgage bonds. A desirable offer having been made in 1887, by the Chicago & St. Louis railroad company, whose line ran between Chicago and Streator, Ill., with a branch to Pekin, the property was purchased and the extension from Ancona, on that line, to a junction with the Belt railway at Kansas City was constructed, under the name of the Chicago, Santa Fe & California railway. Grading

upon the new line was commenced in March, 1887, and track laying in May. The line between Ancona and Fort Madison was completed December 17, 1887, and from Ft. Madison to the Missouri river within two weeks thereafter. The bridge across the Mississippi river was commenced in March, 1887, and was ready for use on the 7th of the following December. The bridge across the Missouri river, however, was not finished until January 26, 1888. On the date last mentioned the line from Kansas City to Chicago was completed, and was open for through business in the following May. It was not expected that a new enterprise of this character would, at first, do more than earn the expenses incident to its own operation. The management, therefore, was agreeably surprised in finding that its first nine months' business not only paid operating expenses but also left a surplus applicable to a partial payment upon the interest of its bonds.

To follow in detail the various extensions and acquisitions of the Atchison system would be to occupy more space than the limits of the present volume permit; nor would the general reader find the recital of the narrative of material interest. It is enough to say that by June 30, 1890, the Atchison company owned, either in whole or in part, and controlled 7,110.23 miles of road. The legal ownership of these various lines was vested in so many distinct and individual corporations that the directory deemed it expedient to secure, if possible, an amalgamation of these diverse interests under one central head. Accordingly, a plan for re-organization of the Atchison system, with all its auxiliary lines, was proposed by the Board of directors, and submitted to the stockholders and bondholders, October 15, 1889. The proposed scheme was based upon a surrender of outstanding bonds and a rebonding of the consolidated lines. The bonds proposed to be issued were of two classes, namely: First, general mortgage bonds to the amount of \$150,000,-

THE LIBRARY
OF THE
BOSTON PUBLIC LIBRARY



A. Marvel

000; and, second, income bonds to the amount of \$80,000,000.

The total mileage of the system in August, 1893, as officially stated (including 1,863.75 miles of the St. Louis & San Francisco) was 9,344.57 miles.

The subjoined statement shows in detail the composition of the official staff of the company, from its beginning down to 1891, with the date of changes in the same.

OFFICERS OF THE A. T. & S. F. R. R. CO.

CHAIRMAN OF THE BOARD.

B. P. Cheney, April 24, 1884, to May 5, 1887.
G. C. Magoun, May 9, 1889, and since.

PRESIDENT.

C. K. Holliday, Sept. 17, 1860, to Jan. 13, 1864.
S. C. Pomeroy, January 13, 1864, to Sep. 2, 1868.
H. C. Lord, Sep. 24, 1868, to Feb. 17, 1869.
Henry Keyes, Feb. 17, 1869, to Sep. 24, '70. (Deceased)
Ginery Twitchell, Oct. 10, 1870, to May 22, 1873.
Henry Strong, May 22, 1873, to May 28, 1874.
Thos. Nickerson, May 28, 1874, to May 13, 1880.
T. Jefferson Coolidge, May 13, 1880, to July 12, 1881.
Wm. B. Strong, July 12, 1881, to Sep. 6, 1889.
Allen Manvel, since Sep. 6, 1889.

VICE-PRESIDENT.

S. N. Wood, Jan. 13, 1864, to Aug. 19, 1865.
Willis Gaylord, Aug. 19, 1865, to Mar. 3, 1870.
Henry Blood, Mar. 3, 1870, to May 25, 1871.
Isaac T. Burr, May 25, 1871, to May 22, 1873.
Thos. Nickerson, May 22, 1873, to May 28, 1874.
F. H. Peabody, May 28, 1874, to Dec. 17, 1877.
W. B. Strong, Dec. 17, 1877, to July 12, 1881.
A. E. Touzalin, Jan. 1, 1883, to Feb. 3, 1885.

FIRST VICE PRESIDENT.

C. W. Smith, Dec. 1, 1885, to June 1, 1889.
J. W. Reinhart, May 8, 1890, to March 7, 1893.

SECOND VICE-PRESIDENT.

A. A. Robinson, Jan. 5, 1888, to March 31, 1893.

THIRD VICE PRESIDENT.

J. F. Goddard, May 10, 1888, to May 31, 1890.
J. D. Springer, Dec. 20, 1890, and since.

FOURTH VICE-PRESIDENT.

J. W. Reinhart, Sept. 20, 1889, to May 8, 1890,
(when he was elected 1st Vice-President.)

SECRETARY.

P. T. Abell, Sept. 17, 1860, to Jan. 13, 1864.
C. K. Holliday, Jan. 13, 1864, to Aug. 19, 1865.

Willis Gaylord, Aug. 19, 1865, to Sept. 24, 1868.
C. W. Pierce, Sept. 24, 1868, to May 12, 1876.
Edward Wilder, May 12, 1876, and since.

ASSISTANT SECRETARY.

G. L. Goodwin, May 31, 1876, to Aug. 1, 1883.
G. O. Manchester, Aug. 1, 1883, to Jan. 2, 1884.
G. L. Goodwin, Jan. 2, 1884, to May 9, 1889.
C. S. Tuckerman, May 9, 1889, to May 17, 1890.
L. C. Deming, May 17, 1890, and since.

TREASURER.

M. C. Dickey, Sept. 17, 1860, to Jan. 13, 1864.
D. L. Lakin, Jan. 13, 1864, to Aug. 19, 1865.
Willis Gaylord, Aug. 19, 1865, to Sept. 24, 1868.
C. W. Pierce, Sept. 24, 1868, to May 12, 1876.
Edward Wilder, May 12, 1876, and since.

ASSISTANT TREASURER.

O. P. Rice, Dec. 19, 1870, to Aug. 1, 1871.
Edward Wilder, Aug. 1, 1871, to May 12, 1876.
G. L. Goodwin, May 31, 1876, and since.

GENERAL MANAGER.

T. J. Peter, Oct. 10, 1870, to May 22, 1873.
George H. Nettleton, May 22, 1873, to Oct. 7, 1874
(official title being General Superintendent.)
C. F. Morse, Oct. 7, 1874, to Dec. 17, 1877.
(official title being General Superintendent.)
W. B. Strong, Dec. 17, 1877, to Aug. 2, 1881.
C. C. Wheeler, Aug. 2, 1881, to Sept. 4, 1883.
A. A. Robinson, April 24, 1884, to April 15, 1886.
C. W. Smith, April 15, 1886, to May 5, 1887.
J. F. Goddard, May 5, 1887, to May 10, 1888.
A. A. Robinson, May 10, 1888, to March 31, 1893.

CHIEF ENGINEER.

A. A. Robinson, Aug. 15, 1874, to Aug. 1, 1890.
James Dun, Aug. 1, 1890, and since.

GENERAL COUNSEL.

George W. McCrary, April 24, 1884, to May 9, 1889.
John J. McCook, May 9, 1889, and since.

GENERAL SOLICITOR.

George R. Peck, Feb. 9, 1882, to Dec. 22, 1883.
George R. Pesk, April 15, 1886, and since.

GENERAL AUDITOR.

John P. Whitehead, Jan. 28, 1880, to Oct. 17, 1888.
Joseph W. Reinhardt, Oct. 17, 1888, to March 7, 1893.

ASSISTANT GENERAL AUDITOR.

J. T. Harmer, May 10, 1888 to (?)
W. K. Gillett, May 17, 1890, to March 7, 1893

COMPTROLLER.

S. L. Thorndike, May 13, 1890, to July 5, 1883.
John P. Whitehead, July 5, 1883, and since.

DIRECTORS, AUGUST, 1893.

Geo. C. Magoun,	Benj. P. Cheney,
J. W. Reinhart, *	Alden Speare,
Thos. Baring,	Geo. R. Peck,
John J. McCook,	C. K. Holliday,
Wm. Libbey,	E. B. Purcell,
Robert Harris,	L. Severy.

OFFICERS, 1893.

Geo. C. Magoun, Chairman of the Board.
 J. W. Reinhart (March 7, 1893), President.
 D. B. Robinson (March 7, 1893), First Vice-President.
 E. Wilder, Secretary and Treasurer.
 L. C. Deming, Assistant Secretary.
 Geo. L. Goodwin, Assistant Treasurer.
 John J. McCook, General Counsel.
 Geo. R. Peck, General Solicitor.
 W. K. Gillett (March 7, 1893), General Auditor.
 W. A. Burroughs (March 7, 1893), Ass't General Auditor.
 J. F. H. McKibben (March 7, 1893), Auditor.
 John P. Whitehead, Comptroller.
 F. H. Hamilton (March 7, 1893), Acting Comptroller.
 J. J. Frey (April 3, 1893), General Manager.
 Boston Safe Deposit & Trust Company, Transfer Agent.

Allen Manvel, ex-president of the Atchison, Topeka & Santa Fe railroad company, died at Hotel del Coronado, San Diego, Cal., February 24, 1893. He was president when he died.

J. D. Springer resigned as third vice-president March 2, 1893, effective March 31, 1893.

A. A. Robinson, second vice-president and general manager, resigned March 13, effective March 31, 1893.

This company was organized on June 6, 1879. The articles of incorporation declared the object of the corporation *Chicago & Western Indiana Railroad.* to be the construction of a road from the Indiana State line to and into the city of Chicago at Van Buren street. The entire distance from the Indiana line to its present terminus at Polk street, in this city, is twenty-eight miles. The line was opened for operation to Twelfth street, Chicago, in December, 1880, but its extension to Polk street was not completed until June, 1883.

On April 20, 1880, the South Chicago &

Western railroad company was organized. The line proposed to be constructed by the company extended from a point on the line of the Chicago & Western Indiana road—near the intersection of the South Chicago branch of the Chicago, Rock Island & Pacific line—to a point on the north bank of the Calumet river.

On April 22, 1881, was organized the Chicago & Western Indiana railroad company, sometimes called by Chicagoans the "Belt" line, although the two corporations were legally distinct. The announced object of the incorporators was to construct a line of railroad between the towns of Hyde Park and Lake View. It was built for the purpose of making a connecting line between several railroads in Cook county, with a view to the transaction of general transfer business.

On January 26, 1882, the three companies above named were consolidated under the name of the Chicago & Western Indiana railroad company.

On May 1, 1883, the consolidated company leased to the Belt railroad company, of Chicago, all that portion of its line of road known as the "Belt" railway system, at an annual rental of \$100,000.

The original Chicago & Western Indiana road is operated under the following plan: The company furnishes terminal facilities to the Chicago & Eastern Illinois, the Chicago & Grand Trunk, the Wabash, St. Louis & Pacific, the Louisville, New Albany & Chicago, Santa Fe & California, and the Chicago and Atlantic companies, for which the latter companies pay their respective shares of the operating expenses and repairs (ascertained by the wheelage of each over the company's track), and, in addition, a monthly rental for the use of the yards, freight buildings and track service.

The Belt railroad company, of Chicago, was organized on November 22, 1882. The object of the corporation was declared to be "to construct, complete and operate" a line of railroad which was described as follows: "Begin-

The Belt Railroad.

* March 7, 1893.

ning at a point on Lake Michigan, near Belmont avenue, in Lake View town, thence westwardly, about six miles, to a junction with the Chicago, Milwaukee & St. Paul, in the town of Jefferson; thence southwardly, about thirteen miles, to near the centre of section 27, township 38, range 13; thence, due eastwardly, about four and one-half miles to Stony Island boulevard; thence, eastwardly about one mile; thence, southwardly about five miles to a junction with the main line of the Chicago & Western Indiana railroad; together with a branch to the lake at Eighty-seventh street; and also such branches and turnouts as may be necessary to reach warehouses, lumber or stock yards, and docks in the vicinity of said line of road, all of which are in Cook county; it being the intention that this shall be a connecting line of railroad between the several lines of railroad in Cook county, in order to transact a general transfer business."

A lease was executed between the company and the Chicago & Western Indiana, whereby the latter turned over to the former all the above mentioned line of road at an annual rental of \$100,000, and the Belt railroad company, of Chicago, commenced operating the road on May 1, 1883.

The real estate of the Chicago & Western Indiana railroad company (including wharf property on the Chicago river), owned in fee and covered by general mortgage, consists of sixty-one acres of land within the city limits, upon which are passenger and freight depots, leased to the various companies above named: seventy-eight acres in right of way and switch yards adjoining the city, leased to the same companies; 202 acres for transfer yards, on the Belt division; and twenty-eight acres for yard grounds, at the junction of the Hammond Extension and Belt division. The company also owns an elevator having a capacity of 1,500,000 bushels, situated on the Chicago river near Eighteenth street.

All the general officers of the company reside in Chicago. The staff is as follows: Volney T. Maloit, chairman of the Board;

B. Thomas, president and general manager; M. J. Clark, secretary and auditor; J. E. Murphy, treasurer; C. M. Osborn, general solicitor; F. C. Doran, chief engineer; J. M. Warner, master of transportation. The city is also represented upon the Board of directors by O. S. Lyford.

This line, which has formed a valuable connecting link between Chicago and the Atlantic sea-board, dates its history as a Chicago line from a period not more than twelve years ago. The history of its organization and extension exhibits remarkable enterprise and extraordinary advances. A synoptical sketch of the various lines forming its constituent parts is given in the succeeding paragraphs.

The line extends from Chicago to Port Huron, Michigan, and thence across Canada to the western border of the State of New York.

On January 30, 1847, the Port Huron & Lake Michigan railroad company was chartered to construct a railroad from Port Huron to some point on Lake Michigan at or near the mouth of Grand river.

February 12, 1855, the Port Huron & Milwaukee railroad company was organized to construct a similar railroad, and work commenced, but finally the company amalgamated with the Port Huron & Lake Michigan.

In November, 1865, the Port Huron & Lake Michigan railroad company planned the construction of the line from Port Huron to Flint, and that section was opened December, 1871.

The Peninsular railroad company was chartered October 3, 1865, for the construction of a railroad between Lansing and Battle Creek; and on January 3, 1868, the Peninsular Railroad Extension company, for an extension from Battle Creek to the Indiana State Line, which two companies were consolidated into a corporation known as the Peninsular railway company, February 17, 1868.

The Peninsular railroad company of Indiana was chartered for the construction of a railway through Indiana, October 14, 1859. These two companies, with the Peninsular railroad company of Illinois, were consolidated in May, 1870. Under the above named charter, the Peninsular railroad, from Lansing to South Bend, was constructed, and opened for traffic in 1872.

In August, 1873, the Port Huron and Lake Michigan railroad was consolidated with the Peninsular railway, from Lansing to Valparaiso, under the name of the Chicago and Lake Huron railroad, and the section from South Bend to Valparaiso was opened for traffic October, 1873.

In July, 1874, the Chicago and North-eastern railroad company was chartered under the auspices of the before named companies, for the construction of the link line between Flint and Lansing, and by January 1, 1877, work was completed and the line was opened.

In June, 1878, the Chicago and State Line railroad company was incorporated, and under its articles of association purchased the Chicago and Southern railroad, sold April 24, 1878, under foreclosure, by a decree of the Illinois circuit court, and acquired the power to extend the said railroad easterly to the State line between the States of Illinois and Indiana, making a continuous line from the city of Chicago to said State line.

In April, 1879, the Chicago and State Line Extension railway was formed for the construction of a railroad from the Indiana State line (Lake county) to Valparaiso.

On August 23, 1879, the Northwestern Grand Trunk railway in Michigan was chartered, and the railway property from Port Huron to Flint acquired by transfer to that corporation under a deed of foreclosure and sale by the master in chancery.

On January 6, 1880, the Michigan railway company was incorporated, and the line from Lansing to Milton, with its equipment, acquired through a conveyance of similar character.

On January 6, 1880, the Indiana railway came into existence, and purchased the railway franchise between Milton and Valparaiso, together with rolling stock, etc., under decree of foreclosure and sale.

On September 3, 1879, the Chicago and State Line and Chicago and State Line Extension companies were consolidated under the name of the Northwestern Grand Trunk (in Illinois and Indiana), which was granted, by charter, power to complete a railway from Chicago to Valparaiso, which section was opened for traffic February 8, 1880.

On April 7, 1880, was effected the consolidation of the various companies organized as above named under the name of the Chicago and Grand Trunk railway company. The length of the line, exclusive of two short branches aggregating 8.76 miles, was 330.5 miles. Its capital stock is \$6,600,000; its funded debt, at the close of the year 1884, was \$12,000,000; its floating indebtedness at the same time was \$696,221.60; the total liabilities aggregating \$12,896,221.60.

The following table shows the financial results of the operation of the road during the first five years of its existence:

YEAR.	GROSS EARNINGS.	OPERATING EXPENSES.	TAXES.	NET IN-COME.	INTEREST ON BONDS, RENTALS, ETC.
1880	\$1,897,736.69	\$ 743,852.96	\$8,123.11	\$145,769.53	\$181,511.00
1881	1,702,116.00	1,365,962.16	16,704.74	319,509.10	319,509.10
1882	1,908,231.18	1,607,618.39	33,242.24	262,270.56	262,270.56
1883	2,669,769.93	1,926,697.03	54,863.93	688,208.97	685,672.18
1884	3,008,949.28	2,346,066.65	74,136.83	678,716.40	681,273.19

At the close of the year 1889, the funded debt of the company consisted of \$6,000,000 first mortgage six per cent. bonds, maturing January 1, 1900, and \$6,000,000 second mortgage five per cent. forty years' bonds, maturing January 1, 1922. The operation for the same year showed gross earnings to the amount of \$3,380,197 and net earnings reaching \$937,426 54, and in addition the company received for rents the sum of \$100,583.88, making the total available revenue for the year \$1,038,010.42.

The following statement affords data for a

comparison of the condition of the line in 1881 and in 1890, and presents a view of the condition of the road at the latter date:

	1881	1890
Total length of line.....	330.46	335.27
In Illinois.....	25.89	30.65
Total capital stock.....	\$6,600,000.00	\$7,100,000.00
Ditto per mile.....	19,969.74	21,489.10
Total funded debt.....	10,000,000.00	15,291,200.00
Ditto per mile.....	30,333.26	46,280.87
Total income.....	1,702,116.00	4,056,490.94
Operating expenses.....	1,365,902.16	2,872,120.19
Taxes.....	16,704.74	123,421.54
Interest on funded debt.....	242,501.00	659,979.97
Net income.....	476,531.35	1,060,919.21

The year 1890, however, did not exhibit as satisfactory financial results as had 1889, the net revenue for the former year (not inclusive of amount paid for taxes) being \$895,398.72, as against \$910,588.19 in the latter. This circumstance was due to an increase in operating expenses, the gross receipts from traffic having been larger in 1890 than in 1889. The freight traffic of the company for 1890 showed an increase of 116,331 tons in through freight and of 30,501 tons in local freight. Of the whole amount of freight carried the enormous quantity of 816,166 tons, representing earnings of \$1,349,654, was sent forward from Chicago during the year, as against 644,427 tons, representing \$1,187,664, the previous year. There was received at Chicago during the year 477,544 tons, earning \$648,126, as against 404,206 tons, earning \$589,410, in 1889. The receipts of the company would probably have been larger, had it not been for a railroad war on east bound freight precipitated in May, 1890. Provisions formed the chief bone of contention, and freights were reduced from a basis of 30 cents from Chicago to New York to 25 cents, thus materially interfering with the company's profits.

In this connection it may be of interest to note the total east bound traffic from Chicago on all lines reporting to the Central Traffic Association from 1886 to 1890, inclusive :

1886.....	1,878,925 tons.
1887.....	2,209,351 "
1888.....	2,364,627 "
1889.....	2,462,664 "
1890.....	3,066,460 "

Up to 1890, the surplus earnings of the Chicago & Western Indiana company, payable to the Grand Trunk Junction company, had been \$240,000 in stocks of the Belt Line railway of Chicago, of which 180,000 then remained in the treasury of the company as an asset.

In common with other leading railroad companies having terminals in Chicago, the Grand Trunk company became guarantors of a fund to be used in connection with the World's Fair, believing that all the railways would be amply protected in so doing by the increased business that they would secure, and the financial success of the Fair itself.

On November 1, 1890, the company began to operate the Cincinnati, Saginaw & Mackinaw railroad, under an agreement with the latter company.

It having been found that re-ballasting was much needed at the western end of the line, the company purchased, during the year, a gravel pit covering some thirty acres, about nine miles west of South Bend, Indiana, and two miles south of the main line, on the south bank of the Kankakee river.

For the fiscal year ending June 30, 1892, the gross earnings from operations were \$4,016,605; operating expenses \$2,238,401; net income from operations, \$1,078,103; and the total income from all sources \$1,175,485. From this were deductible \$1,134,670 in fixed charges, leaving a net income of \$40,815.

Mr. F. A. Howe is the only member of the directory who resides in Chicago. Of the general official staff (1892) this city can claim only four members:—Messrs. G. B. Reeve, traffic manager; David Brown, general central freight agent; W. E. Davis, general passenger and ticket agent; and F. A. Howe, agent in Illinois for the transfer of stock.

The New Albany & Salem railroad company was organized on July 8, 1847, under a law of the State of Indiana authorizing private companies to complete any of the unfinished works of the State. On February

Louisville, New Albany
& Chicago Railroad.

11, 1848, the State, by enactment, relinquished its rights to the improvements already made, and authorized the company to extend the road. The road was completed from New Albany to Michigan City (288.26 miles), and opened for business on July 4, 1852; on October 4, 1859, the name of the company was changed to the Louisville, New Albany & Chicago railroad company. On December 27, 1872, its property was sold under a foreclosure of mortgage. The bondholders became the purchasers and a new company was organized, under the present name, with a capital stock of \$3,000,000. A consolidation with the Chicago & Indianapolis Air Line railroad company was effected on May 5, 1891, but the new corporation retained the name of the Louisville, New Albany & Chicago.

As at present managed the main line is operated from Chicago to Louisville, and what is known as the Air Line is from Chicago to Indianapolis, through freight and passenger trains being scheduled between these terminals. The total length of the road, including terminal facilities, is 535.7 miles.

The company is one-fifth owner of the Chicago & Western Indiana railroad, and jointly with other lines uses twenty miles of track between Hammond and Chicago. It has also a permanent contract with the Lake Erie & Western railroad for joint use of terminal facilities at Indianapolis. A contract has also been entered into with the Louisville Bridge company for the joint use, with other lines, of the bridge between New Albany and Louisville. The rental paid by all lines using the bridge is applied, after paying expenses, to the purchase of the bridge itself, and the ownership of the property will ultimately rest with the tenant companies.

Much outside conjecture has been raised as to the origin of the cognomen "Monon," by which the road is well known. Many fancy it was an adaptation from Scott's poem of "The Lady of the Lake:"

"The stag at eve had drunk his fill,
Where danced the moon on Monon's rill."

This may be so; but Mr. James Barker, general passenger agent, explains it by saying that the junction point of the air line with the main line is at Monon, a town named after a stream on which it is situated—an Indian name, Monon, signifying swift-running stream.

A re-organization of the company was effected in 1889, the officers chosen for the ensuing year being as follows: William L. Breyfogle, president; George F. Postlethwaite, first vice-president; Hiram W. Hunt, second vice-president; Wm. H. Lewis, secretary and treasurer; John A. Hilton, assistant secretary and treasurer; Wm. F. Black, general manager; W. H. McDoel, traffic manager; H. H. Kendrick, auditor; G. W. Kreitzinger, general counsel; E. C. Field, general solicitor; R. M. Arnold, general freight agent; and James Barker, general passenger agent.

On assuming charge of the property, the new management were of the opinion that sound business policy dictated the expenditure of a considerable sum in the improvement of the property, with a view to its safe and economical administration. For this purpose there was authorized an issue of general mortgage five per cent. gold bonds, to the amount of \$12,800,000. The mortgage provided for the refunding, at five per cent., the \$10,000,000 six per cent. bonds already outstanding; and \$2,800,000 additional was to be devoted to the improvement of the plant. Against these bonds, during the first year, there was chargeable the sum of \$1,077,354.36, which amount was expended on account of construction and the general betterment of the property. Other considerable additions were made to the equipment of the road, the road-bed was improved by the substitution of steel for iron rails, and in other ways, and the bridges, trestles and other track openings received necessary repairs.

The financial results of the year, as compared with those of 1889, were satisfactory, as may be seen from an examination of the appended table:

DISPOSITION OF NET EARNINGS.

YEAR.	GROSS EARNINGS.	OPERATING EXPENSES.	NET EARNINGS.	TAXES.	INTEREST ON BONDS, ETC.	RENTALS.	SURPLUS.
1889.....	\$2,521,705.86	\$1,577,893.54	\$943,812.32	\$82,277.40	\$621,312.48	\$138,832.70	\$101,399.74
1890.....	2,630,132.11	1,630,878.68	999,253.43	82,076.88	651,781.14	130,296.83	135,098.58

In addition to the gross earnings, the company received, during the year 1890, dividends from the Belt railway of Chicago and from the Western Indiana railway, aggregating \$225,000. Of this sum, \$200,000 was in the stock of the Belt line, and was placed with the Farmers' Loan & Trust company,

under the provisions of the mortgage. The dividends from the Western Indiana company were applied to the reduction of fixed charges of the road in the matter of rentals.

The following table presents a summary of the freight and passenger traffic of the road during the years 1889 and 1890.

FREIGHT TRAFFIC.

YEAR.	FREIGHT EARNINGS.	TOTAL FREIGHT TONNAGE.	TONS CARRIED ONE MILE.	EARNINGS PER MILE.	EARNINGS PER TON PER MILE.
1889.....	\$1,668,186.87	1,238,023	184,709,596	1.35 cents.	.903 cents.
1890.....	1,802,314.56	1,323,422	204,362,481	.36 "	.882 "

PASSENGER TRAFFIC.

YEAR.	PASSENGER EARNINGS.	NUMBER OF PASSENGERS CARRIED.	NUMBER OF PASSENGERS CARRIED ONE MILE.	EARNINGS PER PASSENGER.	EARNINGS PER PASSENGER PER MILE.
1889.....	\$585,036.85	694,614	26,758,812	84.22 cents.	2.187 cents.
1890.....	600,908.91	657,444	27,159,024	91.40 "	2.13 "

The Baltimore & Ohio railroad company secured an entrance into Chicago in November, 1874, over the line of the Illinois Central road, with which company a contract was also made for the use of depot grounds.

The project of an extension of the road to Chicago was conceived in 1871-72. A line was accordingly constructed from a point about ninety miles north of Newark, Ohio (on the Lake Erie division), to Chicago Junction, a distance of 260 miles. The location secured at once the two great advantages of low grades and directness, the distance from this city to Baltimore, by this route, being 811, and to Washington 784 miles. The point of divergence was chosen with a view to the ultimate concentration, upon this route, of the traffic of the main line and of the Pittsburgh, Washington & Baltimore

railroad, as well as that between Pittsburgh and Wheeling. The value of the line was estimated by the directory, on its completion, at \$6,357,893.43.

The following table affords a comprehensive view of the financial results of the operation of the branch since its opening:

YEAR.	GROSS EARNINGS.	EXPENSES.	NET EARNINGS.
1874.....	\$ 64,053.03	\$1,136,857.69	\$27,195.39
1875.....	959,164.23	1,169,331.69	166,703.02
1876.....	1,231,785.88	1,065,082.86	123,280.39
1877.....	957,696.60	834,415.21	429,548.39
1878.....	1,047,558.96	628,010.57	594,537.70
1879.....	1,153,352.27	659,321.57	566,673.63
1880.....	1,548,994.51	982,320.88	453,069.68
1881.....	1,638,661.65	1,185,591.97	446,406.56
1882.....	1,692,006.57	1,245,600.01	573,503.12
1883.....	1,878,167.22	1,364,664.10	488,987.96
1884.....	2,046,880.53	1,557,892.57	261,605.01
1885.....	1,724,611.73	1,463,006.72	269,916.33
1886.....	2,098,567.65	1,828,651.32	81,122.04
1887.....	2,070,033.13	1,988,911.09	164,840.30
1888.....	2,189,417.53	2,024,277.23	376,215.79
1889.....	2,287,531.23	1,911,315.44	385,258.19
1890.....	2,603,445.01	2,218,186.82	

About the time of the completion of the branch, forty acres of land were purchased at Chicago Junction, fifty-six acres were donated at Garret City, and forty acres at South Chicago, for depot grounds, machine shops, engine houses, etc. In this city a brick freight warehouse was erected in 1875. Connections were made with the Stock Yards, and ample preparations made for an extensive traffic in live-stock.

During 1877, some changes were made in the corporation's constitution and control. The original legal name—the Baltimore, Pittsburgh & Chicago railroad—did not properly represent or characterize the line finally adopted, and was changed, under the laws of Ohio and Indiana, to the Baltimore & Ohio & Chicago railroad company. The line, however, is still known as the Chicago division of the Baltimore & Ohio railroad. The extension of the Baltimore & Ohio line to this city was not viewed with favor by other of the trunk lines, who believed that in it they saw a formidable competitor. Much jealousy was engendered, and a fierce commercial rivalry raged for some time.

By mutual consent of the Baltimore & Ohio and Illinois Central companies, the use of the depot of the latter was abandoned by the former in 1875, and the city terminus was fixed at the Exposition building, on Michigan avenue.

With a view of securing a much needed connection with an additional lake port, the Baltimore & Ohio railroad company, during 1890, purchased a controlling interest in the Valley railway of Ohio, extending from Valley Junction to Cleveland (where it has valuable terminals), a distance of seventy-five miles.

The control of this road facilitated the construction of a connecting line between Akron and Chicago Junction, the terminus of the Chicago division of the Baltimore & Ohio line.

The Akron & Chicago Junction railroad company, controlled by the Baltimore & Ohio, undertook the construction of this connecting line of seventy-three miles. It will furnish the Baltimore & Ohio company

with a shorter and better graded line to Chicago than it has heretofore possessed, greatly facilitating the handling of its increasing business to and from the Northwest.

The only general officer of the Baltimore & Ohio & Chicago company residing in Chicago is Mr. G. A. Richardson, secretary and treasurer. Four of the nine directors also reside in this city, viz.: Messrs. J. G. Lombard, James Walsh, C. C. Clark and H. E. Weaver.

The original name of this company was the Chicago, Continental & Baltimore railroad company, organized, under the general railroad law of Indiana on November 8, 1871. On November 8, 1881, there had been organized, under the general law of Ohio, the Baltimore, Pittsburgh & Continental railroad company. On February 13, 1873, the name of the former was changed to the Chicago & Atlantic railroad company, and on August 8, 1873, the two companies were consolidated under that title.

On November 1, 1880, the company leased from the Chicago & Western Indiana railroad company the use of their tracks from Chicago to Hammond, Indiana (or State line), a distance of 18.2 miles. The road from Marion, Ohio, to Hammond (249 miles), was turned over to the consolidated company by the contractors on February 1, 1883. On April 12, 1883, the first train ran between Chicago and Huntington, Ohio; and from Huntington to Marion, Ohio, on May 1, 1883. The first through traffic was undertaken on June 17th of the same year.

At the close of 1884, the entire length of the main line and branches owned by the company was 249.1 miles, these figures being exclusive of the 18.2 miles between this city and the Indiana State line, leased from the Western Indiana.

The company's total liabilities at the same time were:

Capital stock.	\$10,000,000.00
Bonded debt.	6,500,000.00
Floating debt.	2,358,095.45
Total.	\$18,858,095.45

The general balance sheet for the year showed a deficiency in the assets of \$4,749,176.22, and the financial operations of the year a loss of \$563,734.94.

In 1883, provision was made for an issue of \$5,000,000 second mortgage six per cent. gold 40 years bonds to pay off the floating debt and provide for new equipment, etc. None of these bonds were sold, but they were largely pledged for New York, Lake Erie & Western loans, and about \$800,000 were held by the Erie and \$2,500,000 in trust for the Erie by the Farmers' Loan & Trust company. Default was made in the interest payable on the first mortgage bonds on November 1, 1884, and in February, 1886, foreclosure proceedings were taken. In March, 1887, a plan for the relief of the company and a settlement of the difficulties with the Erie road was proposed. It provided for a re-organization of the company on a basis of \$100,000 stock, \$12,000,000 new firsts and \$100,000,000 incomes; the entire issue of stock and \$5,000,000 income to be delivered to the Erie company in consideration of its guaranty by the latter of interest on the new first mortgage bonds, \$6,825,000 of new first mortgage and \$975,000 of income bonds to be issued in exchange for old obligations, \$2,000,000 in new first mortgage bonds in settlement of debts to the Erie and other companies, \$700,000 to make up balance of old second mortgage bonds at 40 per cent. of their face value, and \$2,000,000 of the remainder to be reserved for improvements. The balance of income bonds, \$4,025,000, were to be issued at the rate of 40 per cent. in exchange for old stock.

On November 9, 1888, suit was begun by the mortgage trustees, and in January, 1889, a decree was entered ordering the sale of the property, and an appeal was taken on behalf of the second mortgage bondholders. V. T. Malott was appointed receiver on May 18, 1889, and in August following was authorized to borrow \$250,000 on receiver's certificate.

The financial receipts of the year 1889, showed a deficit of \$191,528.12. †

The New York & Chicago railway company was incorporated in the State of Illinois under the general railroad act, and articles of association were filed in the office of the secretary of state on March 23, 1881. The purpose of incorporation was the construction and operation of a line from Buffalo to Chicago, in connection with the Buffalo, Cleveland & Chicago railroad company, of New York, the Buffalo & Chicago railroad company, of Pennsylvania, the New York & Chicago railroad company, of Ohio, and the New York & Chicago railroad company, of Indiana, incorporated, respectively, at or about the same time, in the various States named.

These various companies were consolidated soon after their incorporation, under the name of the New York, Chicago & St. Louis railroad company, and articles of consolidation were filed on April 12, 1881, stating the amount of capital stock to be \$35,000,000, which amount was increased one year later to \$50,000,000.

Soon after the consolidation, the work of construction was commenced, and on September 1, 1882, the road was formally turned over to the company by the contractors, and the entire line from Buffalo to Chicago—512.54 miles—was put in operation. The line is known as the "Nickel Plate."

At the opening of 1885, the total liabilities of the company were as follows:

Common Stock.....	\$ 28,000,000 00
Preferred Stock.....	22,000,000 00
Funded Debt.....	19,030,000 00
Floating Debt.....	2,815,810 82
Total.....	\$72,5810 82

The result of the financial operations for 1884 were as follows:

Total income.....	\$ 3,028,829 37
Operating expenses and taxes:	
Excess.....	\$1,990,762 70
Less taxes.....	82,372 89
	2,073,135 59
Net income.....	955,693 78
Interest and rentals.....	1,526 627 23
Deficit for year.....	\$ 570,933 45

The excess of assets over liabilities at the close of 1884 was \$1,008,937.33.

In 1885, it failed to pay the interest on any of its bonded indebtedness. D. W. Caldwell was appointed receiver of the property in March, 1885, and operated the railroad until September 30, 1887. The receiver purchased the equipment of the railway and took up the equipment certificates. On May 19, 1887, the road was sold under foreclosure proceedings, and a re-organization was effected by which the floating debts of the company were paid.

The present New York, Chicago & St. Louis railroad company is a consolidation of the following corporations: The New York, Chicago & St. Louis railroad company, a corporation of the State of New York; the Erie & State Line railroad company, a corporation of the State of Pennsylvania; the Cleveland & State Line railroad company, a corporation of the State of Ohio; and the Fort Wayne & Illinois railroad company, a corporation of the State of Indiana; and owns the railroad from Buffalo to the west line of Indiana. It also operates that part of the line in Illinois under a lease from the Chicago & State Line company, which provides that the lessee shall keep the railroad in repair and pay a nominal rental. The lessee is also the owner of all the capital stock.

The consolidated company took possession of the whole line from Buffalo to Grand Crossing on October 1, 1887. The first mortgage contains a provision for a sinking fund of \$100,000 per annum when net earnings are \$900,000 or more, to be used in purchasing bonds, if they can be obtained at 102 and interest, or less.

None of the general officers or of the directors reside in Chicago.

This company was formed June 17, 1887, under the general laws of Wisconsin, for the purpose of acquiring possession, ownership and control of the Minnesota, St. Croix & Wisconsin, the Wisconsin & Minnesota, the Chippewa Falls & Western, the St. Paul & St. Croix Falls, the Wisconsin Central, the Penoque, and Packwaukee and Montello railroads,

which were independent corporations, constituting, with their leased lines, viz., the Milwaukee & Lake Winnebago, and Chicago, Wisconsin & Minnesota railroads the Wisconsin Central Trunk line system, connecting Ashland on Lake Superior, St. Paul & Minneapolis in Minnesota, and the Geogebic iron range in Michigan, with the cities of Milwaukee and Chicago. On December 31, 1889, its books showed:

	1ST MTGE. BONDS.	INCOME BONDS.	PREF. STOCK.	COMMON STOCK.
Total capital	\$12,000,000.00	\$9,000,000.00	\$3,000,000.	\$12,000,000
Expended	10,005,811.71	7,645,333.34	2,727,404	11,822,100
Leaving in hands of Trustees...	\$ 1,994,188.29	\$1,354,666.66	\$ 272,596	\$ 177,900

On July 1, 1888, the Wisconsin Central company entered upon the actual possession, operation and management of the entire Wisconsin Central system, so-called, the result being a large reduction in capitalization.

In May, 1889, an arrangement for the Northern Pacific to run over the lines of this company into St. Paul and Chicago was made by a contract for ninety-nine years from July 1, 1889. In January, 1890, it was decided to change this contract to a lease, on a rental of 35 per cent. of gross earnings. The entire system was leased April 1, 1890, to the Northern Pacific railroad company, which now operates it.

The entire length of road operated by the company on June 30, 1889, was 828.65 miles.

The operations of the Wisconsin Central system for the year ending June 30, 1889, were thus summarized in Poor's Manual for 1890: Train mileage, passenger, 1,772,428; freight, 1,701,871; other, 1,052,309; total, 4,526,608 miles. Passengers carried, 1,491,317; carried one mile, 52,241,674; average mile rate 1.01 cents. Earnings, passenger, \$1,044,949.85; freight, \$2,642,710.43; mail, \$83,212.99; express, \$57,333.50; other, \$84,357.76; total (\$4,703.51 per mile), \$3,897,564.52. Operating expenses, transportation

Wisconsin Central
Railroad.

\$1,267,850.98; maintenance of way, etc., \$449,900; maintenance of equipment, \$436,659.57; general, \$450,192.52; total (\$4,703.51 per mile), \$2,604,603.07. Net earnings, \$1,292,961.45.

This company was chartered by the legislature of Pennsylvania in 1890, to cover all the varied interests of the Pennsylvania railway company. Of the many lines managed by this company, the Pittsburgh, Fort Wayne & Chicago, and the Pittsburgh, Cincinnati, Chicago & St. Louis railways find a terminus at Chicago.

The principal offices of the company are at Pittsburgh and Philadelphia, where also reside all of its directors.

Perhaps the reader may best obtain an idea of the importance of Chicago as a railroad centre by an examination of the appended tables, which show the names, direction and mileage of all the lines centering at this point. The total mileage of the various roads aggregates over 102,000, connecting the great metropolis of the West with Canada, Mexico and every State in the American Union.

LINES EAST OF THE MISSOURI RIVER, TRIBUTARY TO CHICAGO.

	MAIN LINES. MILES.
Burlington, Cedar Rapids & Northern....	1,123
Chicago & Alton.....	850
Chicago, Milwaukee & St. Paul.....	6,132
Chicago & North-Western (proper).....	4,274
Chicago, St. Paul, Minneapolis & Omaha.....	1,201
Sioux City & Pacific.....	89
Milwaukee, Lake Shore & Western.....	789
Chicago, Burlington & Kansas City.....	221
Chicago, Burlington & Northern.....	464
Chicago Burlington & Quincy.....	2,201
Chicago, Rock Island & Pacific.....	1,602
Chicago, Santa Fe & California.....	517
Chicago Great Western.....	921
Chicago & Blue Island.....	138
Duluth and Iron Range.....	119
Great Northern.....	4,112
Hannibal & St. Joseph.....	295
Humeston & Shenandoah.....	113
Illinois Central.....	2,887
Keokuk & Western.....	148
Kansas City, St. Joseph & Council Bluffs.....	308
Missouri, Kansas & Texas.....	108
Minneapolis & St. Louis.....	368
Quincy, Omaha & Kansas City.....	136
St. Paul & Duluth.....	246
Wabash.....	2,121
Wisconsin Central.....	867
Total.....	32,350

ROADS WEST OF THE MISSOURI RIVER, TRIBUTARY TO CHICAGO.

	MAIN LINES. MILES.
Atchison, Topeka & Santa Fe.....	4,192
Burlington & Missouri River.....	3,339
Chicago, St. Paul, Minneapolis & Omaha.....	281
Fremont, Elkhorn & Missouri Valley.....	1,482
Sioux City & Pacific.....	19
Chicago, Rock Island & Pacific.....	1,859
Chicago, Ft. Madison & Des Moines.....	71
Canadian Pacific.....	6,273
Denver and Rio Grande.....	1,687
Missouri, Kansas and Texas.....	1,652
Mexican International.....	573
Mexican Central.....	1,847
Northern Pacific.....	4,379
Southern Pacific.....	6,514
St. Joseph & Grand Island.....	454
Sioux City & Northern.....	97
Sioux City, O'Neill & Western.....	129
Union Pacific and Oregon Rail'd & Navigation	9,094
Missouri Pacific.....	5,384
Total.....	49,326

EASTERN AND SOUTHERN RAILROADS CENTERING IN CHICAGO.

	MILEAGE.
Baltimore & Ohio.....	2,037
Chicago & Erie.....	269
Chicago & Eastern Illinois.....	876
Chicago & Grand Trunk.....	335
Chicago & Western Indiana.....	49
Chicago & West Michigan.....	583
Cleveland, Cincinnati, Chicago & St. Louis...	2,290
Elgin, Joliet & Eastern.....	178
Grand Trunk.....	3,345
Louisville, New Albany & Chicago.....	658
Lake Shore and Michigan Southern.....	1,445
Michigan Central.....	1,683
New York, Chicago & St. Louis.....	523
Pennsylvania Railroad System.....	3,736
Pennsylvania Company.....	
Pittsburg, Fort Wayne & Chicago.....	1,184
Pittsburg, Cincinnati, Chicago & St. Louis...	1,520
Total.....	20,711

These lines of road and their branches, with those enumerated on the previous page, make a total of over 102,000 miles of railroad, connecting Chicago with every State in the Union, Canada and Mexico.

RECAPITULATION.

	MAIN LINES. MILES.
East of Missouri River.....	32,350
West of Missouri River.....	49,326
Eastern and Southern Lines.....	20,711
Grand total.....	102,387

CHAPTER XVI.

BANKS AND BANKING.

BY LYMAN J. GAGE.

THE business of banking in Chicago, like the art itself, has been a development springing out of the needs of accumulating wealth and diversified commerce. The Bank does not come to an embryo town perfectly organized and fully capitalized. It does not come on the first boat, nor build up its solid walls in a settlement of cabins and tents. There must precede it some degree of maturity in business, some considerable accumulation of wealth, and an active commerce with distant regions.

So long as a man uses his own wealth he is a capitalist. It is only when he begins to employ the money of others and put forth an organized system of credit that he becomes a banker.

The different banking functions of deposit, discount, exchange and circulation do not arise simultaneously, but are put in operation successively as the operations of business become diversified, and its needs pass beyond the facilities employed in ordinary transactions.

An accumulation of money beyond the need of the present and which may be required at some unexpected moment, calls for a place of deposit where it may be kept safely and withdrawn at the moment when it can be profitably employed. A growth of manufactures calling for a temporary use of capital, or an enlargement of trade, giving occasion for the employment of money, while products are transported from the point of production to that of consumption, give occasion for discount; the need to realize at one point, the avails of sales at a

distant place, or the transmission of funds for the purchase of the raw material of manufactures or the supply of trade, furnish a demand for exchange; while the requirements of the daily transactions of traffic in the store, the shop, the farm—at home and abroad, call for a circulating medium less ponderous than the precious metals, and yet convertible at once into them. In the tendency pervading all modern enterprises to specialization, the functions so necessary to the transactions of a somewhat matured business community are assumed by the banker, who becomes a necessary and recognised agency in the transaction of diversified business operations.

As the business of banking is the outcome of the need of its facilities, so the men who assume control of its operations are usually those not trained by a long course of apprenticeship at the counter and the desk, but such as happen, by reason of natural aptitude and the circumstances surrounding them, to be drawn into the vocation. Thus, the first bankers in a community are usually drawn from other callings—successful merchants, lawyers and men of versatility and ready adaptation.

As a community passes out of its embryo, and assumes a more stable condition,—when the frontier settlement has become the metropolis of a great and productive region, these conditions change, and there arises a call for banking institutions, with large capital, carefully regulated by law; and for managers learned in the principles of monetary science, and trained in the intricate business of the bank.



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With this mode of growth and such management one would naturally expect to find in a new community much crude and illy organized banking, and some reckless, if not dishonest management, with their inevitable sequels of failure, disaster and derangement of business. He would look, as the community increased, for greater stability and wiser management; and when it had grown to the dimensions of a commercial and financial center, he would expect to find solidity, permanence and solvency in banking institutions, and matured experience and trained and expert skill in their management.

The evolution of banking in Chicago is but a process of such natural growth and a realization of such expectations.

Prior to the year 1835, Chicago can not be said to have had any banking business or facilities. Such money as was in circulation consisted of silver coin, or of scrip issued by the Indian traders, and having a local circulation. One of the traders, Gurdon S. Hubbard, kept an account at Buffalo, for his own convenience, and occasionally drew drafts for the accommodation of his neighbors, which were uniformly honored.

On the 5th December, 1835, a branch of the State Bank of Illinois was located in Chicago. Its officers and directors were—president, John H. Kinzie; cashier, W. H. Brown; directors, G. S. Hubbard, Peter Pruyne, E. K. Hubbard, R. J. Hamilton, Walter Kimball, H. B. Clarke, G. W. Dole, E. D. Taylor. It opened for business about the middle of December, in a four-story brick block on the corner of La Salle and Washington streets. It possessed full banking powers, and for two years transacted what seemed in those times a prosperous business. But the panic of 1837 dried up its resources and sent its notes home for redemption, so that it suspended, with the parent bank and all its sister branches in other sections of the state. Although the legislature legalized the suspension, and the bank continued a sickly and precarious

existence for a few years, it finally went out of existence in 1843. From that time until after the passage of the general banking law in 1851, there existed no chartered bank, with full powers, in Chicago.

During this period, a most heterogeneous mixture of paper had greater or less circulation. There were bank notes issued by Eastern and Southern banks, some good and others ranging through all degrees of depreciation to utter worthlessness. The city issued scrip which had local use as money, as it was receivable in payment of taxes. Canal scrip constituted a considerable part of the local circulation. There was State Auditor's scrip, and St. Louis scrip, and the scrip issued by small tradesmen "good for groceries," "good for merchandise" and even it is reported "good for a drink."

Meanwhile the business of brokerage and banking was taken in hand by individuals with no charter, and no guarantee except personal character and private capital. Some of these survived and were merged into respectable banks after the passage of the general banking law.

Some of the names of these early bankers are remembered by many yet living, though most, if not all of those who appear in the roll of the earlier years have passed away.

From 1837 to 1840, Strahan and Scott were bankers—an enterprising firm of Scotchmen associated with George Smith. In the former year, the Chicago Marine and Fire Insurance company was established, though it had no banking powers. Its charter was amended in 1849. It was the predecessor of the Marine Bank of Chicago.

In 1840, the banking firm of George Smith & Co. was established, and continued to be the leading house for about sixteen years, when it dissolved, and the senior partner retired to his native Scotland, with an ample fortune and a reputation of being one of the shrewdest and most enterprising business men, who had up to that time made Chicago their home.

George Smith at Chicago, and Alexander

Mitchell in Milwaukee, were two Scotchmen, who came to this country about 1836, and enjoyed—the latter until his death, a few years since—a most successful career in finance and other enterprises. Their resources were boundless, and their energy untiring, and although many attempts were made by rivals to crush them, they always discomfited their opponents and carried their enterprises to successful conclusions.

In 1844, several new names are found in the list of local bankers, such as Murray & Brand, Newberry & Burch, composed of Walter L. Newberry and Isaac H. Burch, the former of whom is remembered by the munificently endowed library which he bequeathed to the city, and the latter as one of the substantial and successful bankers of early Chicago. Other names of the same year are Griffin & Vincent, Elijah & Richard K. Swift, and H. W. Wells, agent for the Farmers' and Mechanics' Bank.

In the list of bankers of 1849, the names are found of Alexander Brand & Co., Curtis & Tinkham, and D. A. Eddy, and a year later there were added the names of Tucker, Bronson & Co., and Jones and Patrick.

The general banking law enacted by the legislature of Illinois in 1851 was a great improvement over its predecessors, especially in the security which it provided for the redemption of notes issued under it. It was modeled after the law of New York, which was the pattern for the National Banking Act which came fifteen years later. It was however faulty in one important particular. It did not anticipate the Rebellion, nor deem the securities issued by the sovereign States of the Union liable to repudiation. It provided for the free incorporation of banks pursuant to the provisions of a general law, with restrictions and regulations for their conduct, and admitted as security for the circulating notes to be issued by the banks the bonds issued by the several States of the Union. The bonds then most readily procurable were those issued by the States of Missouri, Georgia, Virginia, and other

southern States, and these were largely deposited as security for the note issues.

The decade from 1850 to 1860 was an active one as a period of extraordinary increase of population and development of business. At its beginning the city of Chicago had a population a trifle under thirty thousand, which five years later had more than doubled, and in 1860, exceeded one hundred and twelve thousand. Property valuations and commercial transactions had increased in a much greater ratio. A table of receipts and shipments at Chicago for the year 1857, prepared by Mr. Andreas, shows the receipts of leading commodities, by canal, lake and rail, as follows:

Corn	7,211,630 bushels.
Oats	1,307,251 "
Wheat	10,355,030 "
Lumber	459,639,198 feet.
Lath	80,144,000
Shingles	131,830,250
Mill Stuffs	8,362,875 tons.
Provisions	6,252,328 pounds.
Hogs	208,912
Cattle	48,288
Agricultural Implements	15,223,370 pounds.
Agricultural Products	11,893,370 "

As early as May, 1852, the first railroad was completed, connecting Chicago with the East. The Illinois Central railroad, first projected as early as 1827, was, after many difficulties and obstructions, opened to Bloomington in 1852, and completed to the Ohio and Mississippi rivers in 1856.

The extraordinary development of population and business called for new and enlarged financial machinery, and the enterprising bankers were not slow to respond to the demand.

During this decade the following banks were established in Chicago:

In 1852, the Marine Bank. Its capital was at first only \$50,000, but was soon increased to \$500,000. J. Young Scammon was president, and Edward I. Tinkham, cashier. After various vicissitudes of great success and misfortune it was finally wound up in 1874.

Merchants & Mechanics' Bank, at No. 5 Clark street. Levi D. Boone, president; Stephen Bronson, jr., cashier.

Chicago Bank. Capital \$1,000,000. Thomas Burch, president; Alfred Spink, vice-president; and I. H. Burch, cashier.

Commercial Bank.

Chicago City Bank.

Union Bank, owned by Forrest Brothers & Company.

Bank of Commerce, by Davison & McCullen.

Farmers' Bank, by Chase Brothers & Company.

City Bank, by Seth Paine & Company.

Bank of America, by George Smith & Company.

Exchange Bank, by H. A. Tucker.

About this time James M. Adsit joined the active bankers of Chicago, and became prominent in financial circles; also F. Granger Adams, whose name is prominent among the bankers of the period.

The Phoenix Bank was opened in 1854, but the following year went into liquidation.

In January, 1857, a charter was obtained for the Merchants Saving, Loan & Trust Company. Its capital, at first \$500,000, was increased in 1867 to \$1,000,000; in 1873, to \$1,500,000, and in 1882 to \$2,000,000. At its commencement John H. Dunham was president and A. J. Hammond, cashier. In 1863, Lyman J. Gage became its cashier. It ranks at the present time fourth in amount of business among the Chicago banks.

In 1861, the Western Fire & Marine Insurance Company was established, with James H. Woodworth as president, and W. H. Waite, secretary, exercising banking powers.

Other unincorporated banking houses of that period were Gurley & Farlin, under the style of Metropolitan Bank, and Swift's Bank.

These banks did not by any means enjoy a clear and undisputed field for the circulation of their notes. During the long period which preceded their incorporation, the notes of banks located in other States, especially in Georgia, had gained such currency, and were so strongly pushed and supported

by local banking houses, that profited by their circulation, that they disputed the field with dogged perseverance. The Wisconsin Marine and Fire Insurance Company, located in Milwaukee and managed by Alexander Mitchell, but in co-operation with that canny Scotchman in Chicago, George Smith, enjoyed a wide circulation in Chicago. In 1849 its note issues amounted to \$1,000,000, while in 1851 they had mounted to \$1,470,000.

The banks started in 1852 and the following years did not enjoy a long period of prosperity. The panic which broke over the country in 1857, paralyzing business, and arresting the rapid and even wild tide of prosperity which the country had enjoyed for twenty years, was especially disastrous to the business of Chicago, whose growth had been phenomenal, and whose values were less stable than those of the older East. Indeed much of her credit rested upon no more substantial basis than that "faith, which is the substance of things hoped for." Specie payment suspended in New York city, was quickly followed by a like suspension throughout the country. Most of the Chicago banks were able to redeem their circulation in coin, but a few of these were forced into liquidation. Their customers failed, and their assets rapidly depreciated. So great was the derangement of monetary affairs, that exchange on the East commanded rising premiums, going to ten per cent. in October, 1857, and early in the next year reaching fifteen per cent. premium. It would be more accurate to say that the circulation used in ordinary business depreciated to ninety per cent. and eighty-five per cent. of its par value. The circulation became more heterogeneous and of widely varied value, ranging from eighty per cent. to par. It was an era of "wild cat" and "stump tail" circulation to use phrases common at the time, and expressive of its character. Thompson's Bank Note Reporter became a *vade mecum* with all business men.

The banks that remained solvent struggled

under a load of embarrassments, striving to regain their old prestige, and to marshal their assets to meet the demands of a slowly reviving business.

The political excitement of 1860, followed by the secession of the southern States in 1861, added the last straw to the burdens of the banks. Three-fourths of the bonds deposited by Illinois banks as well as those of the northwestern States were those of Missouri or other southern States. These became almost valueless, and the banks, unable to redeem their circulation, were compelled to allow their affairs to be wound up, their securities being sold by the State authorities, and the pittance received doled out to the unfortunate note holders. In vain the legislature of Illinois amended its banking law, excluding all bonds but those of Illinois, and requiring redemptions at Springfield or Chicago. The system of State banks had collapsed, and, having lost the confidence of the people, could not rise again. For the three or four years following, "chaos had come again." Gold and silver disappeared from circulation. The notes issued by the Federal Government, some of them bearing interest, and some being simple promises to pay, rapidly took the place of all other circulation. Their rate of depreciation was measured by the daily quotation of gold, which mounted to premiums of thirty, fifty, seventy-five per cent. The final *coup de grace* was dealt to the State banks by the enactment of the National Banking Act, March 25, 1863, and by the tax of ten per cent. per annum placed upon their circulation.

The solvent State banks and reputable bankers hastened to re-organize under the Federal law, or to take out new charters.

The first to organize took the name of First National Bank. Its charter dates from May 1, 1863. Its capital at the beginning was \$100,000, and its first president, E. Aiken. Under the prudent and skillful management of its late president, Samuel M. Nickerson, and its present head, Lyman J. Gage, who had been its cashier since 1868,

seconded by a board of directors of sound and practical business men, the capital was successively increased by surplus earnings and new subscriptions of stock, until the present bank, re-organized on the expiration of its first chartered period, reports in 1893, under the stress of a fearful financial depression, a capital of \$3,000,000, surplus and undivided earnings \$3,500,000, and deposits amounting to the enormous sum of nearly \$23,000,000. By 1864, other national banks had been organized and put in operation as follows:

Second Nat'l Bank, Capital \$———,	J. A. Ellis, President
Third " " "	200,000, J. H. Bowen. "
Fourth " " "	150,000, B. Lombard, "
Fifth " " "	120,000, Josiah Lombard, "
Mechanics' " " "	250,000, J. Y. Scammon, "
North Western " " "	500,000, B. Sturgis, "
Manufacturers " " "	280,000, Wm. H. Brown, "

In 1865, the national banks were reinforced by the organization of the following:

Union National Bank, Capital, \$500,000,	W. F. Coolbaugh, President.
Merchants " " "	450,000,
	Chauncey B. Blair, "
Commercial " " "	200,000
	P. R. Westfall, "
City " " "	300,000
	Asa D. Reed, "
Fracler's " " "	(Successor to F. Granger Adams.)
	Joseph O. Rutter, President.

In addition to these, the Producers' bank, capital \$200,000, of which H. Doolittle was president, and the Treasury bank, with the late Ex-Mayor James H. Woodworth as president, were added to the banking corporations of the city. In 1866, the Union Stock Yards National bank, with capital of \$100,000, William F. Tucker, president, was incorporated. In 1868, came the Germania bank, Charles Knobelsdorff president, and the National Loan & Trust company, Geo. C. Smith, president. In 1870, the National Bank of Commerce, F. F. Haddock, president, and the Corn Exchange National bank, Julian S. Rumsey, president, were incorporated.

The International bank, which had formerly done business under the name of International Mutual Trust company, was incorporated under a special act of the Illi-



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nois legislature in 1867, with a capital of \$100,000, increased to \$200,000. F. A. Hoffman was its president.

In 1871, the German National bank was organized, with capital \$250,000, Henry Greenebaum, president; also, the Cook County National bank, capital \$300,000, D. D. Spencer, president.

The preceding narrative brings the history of Chicago banks down to the time of the great fire of October 9, 1871.

At that time there were in operation seventeen National and twelve State or private banks.

The combined capital of the National Banks

was.....	\$ 6,550,000
Surplus.....	3,000,000
Deposits.....	16,775,000
Circulation.....	5,000,000
The capital of the State and private banks at the same time was.....	6,950,000
And their deposits about	18,000,000

The gloom and despondency that filled the minds of the bankers, as well as all classes of citizens at the contemplation of the wide spread ruin, can be better imagined than described. Every banking house but one in the city had been swept away. The property and business upon which rested the solvency of their customers, had been in great part destroyed, or arrested. As yet no vaults had been opened and the condition of money, securities, and books contained in them was not ascertained. Fortunately when these could be examined, they were, with one exception, found to be in fair condition. No money was destroyed except about \$50,000 which was in the safe of Lazarus Silverman's bank.

On the third day following the subsidence of the flames a meeting of bank officers was held, over which the president of the Union National, W. F. Coolbaugh presided.

A comparison of views developed the facts of the situation. The assets of the banks, except such as consisted of buildings and furniture, were intact. The value of their notes, with customers thrown out of business and affairs disorganized, was a doubtful problem. Consultation begat hope, and

hope ripened into confidence, as business men were seen even then groping among the smoking embers to lay the foundations of a more prosperous future.

After a long and earnest consultation, though no formal action was taken, there was a general determination to resume business, and to aid, so far as the banking interest affected the conditions, to restore that which had been lost. Before nightfall twelve banks had found temporary quarters, some in improvised structures among the debris, and with tables for counters and barrel heads for desks, opened new books and made ready to meet the exigencies of the occasion. On Thursday succeeding the banks decided to pay fifteen per cent. of their deposits on demand, and the savings banks to pay at least twenty dollars on each account. The announcement of this decision in the papers of the following day stimulated courage among business men, and hope took the place of despair, and courage succeeded despondency among all classes.

By the 17th of October most of the banks had unconditionally resumed. The Comptroller of the U. S. Currency had made an examination of the national banks and pronounced their condition satisfactory. Under the unprecedented circumstances, the promptness of the resumption, like the wonderful reproduction of the desolated city, was an honor to the profession and a marked assertion of the nobility of human nature.

The immediate results of the fire upon the pecuniary resources of the banks were unexpected. Such insurance companies as remained solvent made haste to pay their losses, which, with the tide of money contributions that poured into the city from far and near, gave the banks an unusual volume of cash for immediate use.

On the 15th of November the Bank of Montreal established an agency in Chicago, which was a valuable addition to the monetary resources of the city.

The panic of 1873, precipitated by the fail-

ure in New York of the banking house of Jay Cook & Co., and followed by the financial collapse of the Northern Pacific railway company, was the most trying ordeal to which the banking interests of Chicago had ever been subjected. The banks of New York, Boston, Philadelphia, and other eastern cities suspended cash payments, and alarm spread like a contagion throughout the whole country. As the fabric of commercial credit in Chicago had grown to colossal proportions, the effect upon her banking institutions was immediately felt, and some of her strongest banks yielded to the pressure. The great Union National bank, under the management of W. F. Coolbaugh, with its ramifications extending throughout the towns and cities of the Northwest, and the Third National suspended, but soon rallied and resumed operations. The Second, Fourth, Cook County, Manufacturers, City, and German National banks, and the Franklin Savings bank, and some other of minor importance, at that time or soon afterwards irretrievably failed.

The New York banks had resorted to the issue of clearing house certificates as a means of keeping the local wheels of their financial machinery in motion. They could not pay balances due to correspondents in money. Eastern exchange became unsaleable in Chicago, because it was for the time being inconvertible. In this alarming juncture a meeting of the Chicago clearing house association held a long and anxious session. A majority favored the issue of clearing house certificates. But some objected to such a confession of insolvency. President Blair declared that his bank would go on, come what might. His determination was supported by other resolute men, and as the plan of clearing house certificates could not be successful unless accepted by all, it was abandoned. The situation slowly improved. The West had great recuperative powers. The staple commodities of Chicago, unlike the securities of Wall street, were grain and

provisions, articles needed by the world, and of stable value. These, the essential elements of healthy commerce, restored the circulating medium, supported the credit of the merchants, and thus buttressed the banks, and enabled them to continue, without cessation, cash payments.

From the time of the beginning of the civil war, in 1861, for eighteen years, or until 1879, specie payments by the Government and coin redemption by the banks had been suspended. Greenbacks had taken the place of coin, and, with National bank notes, constituted the circulating medium of the country. Great apprehension was felt as to the effect which resumption would have upon the public finances and upon the banks. No precedent had occurred in our financial history as a guide. Mr. Horace Greeley's prescript became famous: "*The way to resume is, to resume!*" At last Congress fixed a time for resumption by the Government, and when it had arrived not a ripple of disturbance passed over the financial waters. The bark Resumption glided as smoothly into its normal condition, as a ship slides over her smooth ways into the sea, at her launching.

The banks of Chicago are assuming a more metropolitan relation to those of the great interior States than they have heretofore held. The great spasm of contraction occurring the present year (1893) has shown that the banks of New York cannot be relied on at all times for that financial aid which the country expects from the monetary center. The New York banks, early in the pressure, resorted to the issue of clearing house certificates, and found themselves less and less able to respond to calls for currency from their correspondents. At Chicago, New York exchange could not be negotiated except at a discount, varying from a fraction to one per cent., and even more.

In this dilemma, the strong Chicago banks were forced to order specie from Europe, and received large sums by direct importa-

tion. And why should they not? They control a large part of the produce of the country, which is exported abroad and is the creator of exchange.

As yet clearing house certificates have not been issued in Chicago.

Through the losses occasioned by the fire and the disasters accompanying the panic, the five years from 1871 to 1876 were trying ones to the banks of Chicago. From one cause or another, but chargeable in the main to the great calamities, though no doubt aggravated by mismanagement and imprudence, there were twenty-one bank failures in Chicago. The charters of all the original national banks having been limited to twenty years have expired. Some have gone into voluntary liquidation. From that time to the present (1893), with the exception of 1877, which will be hereafter noticed, no failures have occurred.

The business of the city has gone on in a continually increasing ratio of prosperity and magnitude, and the banks have shared in the general prosperity. Increased experience and enlarged responsibilities have brought better security and more intelli-

gent management, while the safeguards thrown around the banking system, in frequent examinations and reports, have greatly strengthened the banking institutions.

Nevertheless it is doubtful whether the present heterogeneous systems of banking will much longer continue. Out of the needs of the country and the ripened experience of its business men, there is likely to arise a more uniform and better adapted system. One thing is certain, banking is a business that should be kept under restraint and regulation of law. The credit of the country should not be left to suffer under the inexperience of tyros, or the vagaries of theorists. The "coin of the realm" should be the only ultimate instrument of payments; and if some plan of confederation could be hit upon whereby there should exist supervision, with a paramount controlling and regulating power, with perhaps a joint responsibility for circulation, the ideal of a banking system will probably have been reached.

The following tables exhibit in detail the condition of the twenty-four National banks in Chicago at the date of the latest published report, October 3, 1893:

RESOURCES.

BANKS.	LOANS AND DISCOUNTS.	OVERDRAFTS.	UNITED STATES BONDS FOR CIRCULATION.	UNITED STATES BONDS FOR DEPOSITS.	U. S. BONDS ON HAND.	OTHER STOCKS AND BONDS.
American Exchange National.....	\$2,278,489 43	\$ 9,188 73	\$50,000	.....	.....	\$ 112,000 00
Atlas National.....	2,267,789 88	897 84	50,000	.....	.....	71,477 00
Bankers' National.....	1,908,266 47	19 12	50,000	.....	.....	7,630 20
Chicago National.....	4,063,596 21	8,580 97	50,000	.....	.....	325,303 70
Commercial National.....	4,902,012 60	3,707 18	50,000	.....	.....	728,941 62
Continental National.....	4,424,304 35	38,975 49	50,000	.....	.....	387,340 00
Drovers' National.....	658,730 64	2,969 35	50,000	.....	.....	.....
First National.....	14,846,833 32	5,242 32	50,000	.....	.....	1,250,067 00
Fort Dearborn National.....	1,380,669 24	40 53	50,000	.....	\$ 47,350	387,970 00
Globe National.....	2,273,775 43	118 83	50,000	.....	.....	379,500 00
Hide and Leather National.....	700,804 43	347 35	50,000	.....	.....	66,881 20
Home National.....	840,804 83	6,438 46	50,000	.....	10,000	30,000 00
Lincoln National.....	276,240 51	128 51	50,000	.....	.....	3,059 00
Merchants' National.....	5,147,148 75	402 06	50,000	.....	.....	261,700 00
Metropolitan National.....	7,683,034 40	41,512 63	50,000	.....	.....	379,155 82
National Bank of America.....	2,180,639 80	362 40	50,000	.....	.....	113,801 32
National Bank of Illinois.....	7,390,103 56	96,828 07	50,000	.....	20,000	193,215 00
National Bank of the Republic.....	1,474,060 88	37 68	50,000	.....	.....	17,897 25
National Live Stock Bank.....	1,889,420 38	31,839 63	50,000	.....	.....	64,875 00
Northwestern National.....	2,574,523 57	1,864 52	200,000	300,000	.....	174,165 95
Oakland National.....	243,230 67	23 80	12,500	.....	13,000	5,900 00
Prairie State National.....	332,003 19	752 25	50,000	.....	.....	406,500 00
Union National.....	4,442,084 92	6,335 16	50,000	.....	4,350	240,492 26
First National, Englewood.....	203,091 64	268 99	25,000	.....	.....	.....
Totals.....	\$74,356,387 09	\$256,779 29	\$1,287,500	\$300,000	\$275,200	\$5,450,623 61

NATIONAL BANKS.—RESOURCES—(CONTINUED.)

BANKS.	PREMIUMS PAID.	REAL ESTATE AND OFFICE FIXTURES.	CHECKS FOR CLEARING HOUSE.	DUE FROM BANKS AND AGENTS.	CASH AND TREASURY CREDITS.
American Exchange National	\$6,485 00	\$16,000 00	\$186,346 49	\$471,631 58	\$787,231 59
Atlas National.....	4,000 00	23,863 83	217,911 55	333,000 82	1,292,833 23
Bankers' National.....	1,250 00	16,230 00	227,974 78	386,716 03	648,941 96
Chicago National.....			224,470 68	1,408,463 46	3,757,119 86
Commercial National.....		22,131 59	536,172 12	664,758 28	2,885,175 92
Continental National.....		299,211 60	685,059 81	1,534,515 80	2,762,500 29
Drovers' National.....	7,000 00	12,500 00		738,237 01	111,567 64
First National.....	8,429 40	650,000 00	1,339,962 20	3,094,481 23	10,536,845 79
Fort Dearborn National.....		20,171 81	53,292 46	107,640 76	555,215 12
Globe National.....		4,406 25	207,099 19	222,428 78	1,124,661 25
Hide and Leather National.....	4,115 23		88,272 13	78,685 05	935,288 74
Home National.....		8,810 58	32,116 03	102,156 07	505,639 98
Lincoln National.....	6,000 00	75,734 21	21,561 09	127,689 44	99,374 17
Merchants' National.....		235,000 00	460,017 68	634,095 14	4,031,371 78
Metropolitan National.....			383,226 13	1,432,568 39	3,074,775 83
National Bank of America.....			147,537 21	286,753 05	1,699,160 87
National Bank of Illinois.....			483,474 15	1,567,711 83	3,161,737 71
National Bank of the Republic.....		5,108 53	61,143 70	341,032 11	846,800 65
National Live Stock Bank.....		3,511 62	22,411 56	2,289,123 64	634,273 72
Northwestern National.....			159,135 50	398,819 12	1,806,265 75
Oakland National.....				82,931 99	45,294 23
Prairie State National.....		1,000 00	31,994 38	114,057 47	204,443 38
Union National.....		5,622 17	332,169 11	687,466 23	1,028,081 67
First National, Englewood.....	2,500 00	5,211 22		117,292 22	39,308 48
Totals.....	\$42,779 63	\$1,404,513 41	\$5,899,347 95	\$17,222,255 50	\$42,576,384 62

NATIONAL BANKS.—LIABILITIES.

BANKS.	CAPITAL.	SURPLUS AND PROFITS.	CIRCULATION.	INDIVIDUAL DEPOSITS.	CERTIFICATES OF DEPOSIT.
American Exchange National.....	\$1,000,000	\$ 223,074 74	..	\$ 1,617,582 01	\$ 28,893 25
Atlas National.....	700,000	193,697 82	\$ 45,000	2,557,811 38	33,050 74
Bankers' National.....	1,000,000	78,195 18	44,200	766,116 41	9,860 80
Chicago National.....	500,000	610,706 27	45,000	6,407,072 08	1,043,312 53
Commercial National.....	1,000,000	1,313,197 53	45,000	3,474,168 56	255,552 78
Continental National.....	2,000,000	532,441 49	44,300	3,362,284 07	88,720 03
Drovers' National.....	250,000	107,013 96	45,000	148,117 61	20,038 10
First National.....	3,000,000	3,551,457 91	.....	12,870,525 66	1,222,996 08
Fort Dearborn National.....	500,000	84,586 30	45,000	969,771 56	376,749 38
Globe National.....	1,000,000	113,129 25	45,000	2,305,763 83	12,884 63
Hide and Leather National.....	300,000	110,080 74	44,080	1,193,146 74	10,444 29
Home National.....	250,000	287,292 75	3,500	996,612 81	990 00
Lincoln National.....	200,000	21,389 68	45,000	327,456 84	30,461 51
Merchants' National.....	500,000	1,881,042 48	.....	3,218,820 24	40,216 21
Metropolitan National.....	2,000,000	1,118,678 27	45,000	5,877,532 23	558,921 06
National Bank of America.....	1,000,000	289,535 14	44,150	1,577,562 93	23,207 82
National Bank of Illinois.....	1,000,000	1,210,195 83	45,000	6,405,063 87	893,264 42
National Bank of the Republic.....	1,000,000	82,897 64	45,000	708,168 04	103,455 00
National Live Stock Bank.....	750,000	720,703 16	32,000	1,621,433 98	292,896 75
Northwestern National.....	1,000,000	557,155 81	166,680	1,321,005 90	80,092 43
Oakland National.....	50,000	18,673 07	11,250	263,227 51	46,173 96
Prairie State National.....	200,000	16,198 18	27,100	815,945 01	.....
Union National.....	2,000,000	874,959 18	45,000	1,571,377 89	30,188 00
First National, Englewood.....	100,000	13,244 46	22,500	176,832 72	58,432 38
Totals.....	\$21,300,000	\$14,019,546 88	\$934,760	\$60,853,502 89	\$5,260,902 15



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THE HISTORY

NATIONAL BANKS.—LIABILITIES—(CONTINUED.)

BANKS.	CERTIFIED CHECKS.	CASHIERS' CHECKS.	DUE BANKS.	U. S. DEPOSITS.	TOTAL DEPOSITS.
American Exchange National.....	\$ 29,355 20	\$ 25,708 25	\$ 980,779 37	.....	\$ 2,682,298 08
Atlas National.....	29,048 13	100,435 88	602,689 29	.....	3,323,026 42
Bankers' National.....	18,447 55	2,005 29	1,333,123 33	.....	2,127,553 38
Chicago National.....	34,432 56	335,567 56	861,443 90	.....	8,681,828 61
Commercial National.....	42,029 28	60,480 56	3,603,370 90	.....	7,435,602 08
Continental National.....	79,728 78	205,431 97	3,871,088 00	.....	7,607,255 85
Drovers' National.....	1,398 76	236,436 81	471,006 26	.....	1,176,999 58
First National.....	247,699 95	41,949 21	10,894,579 21	.....	25,277,754 11
Fort Dearborn National.....	21,568 39	49 85	457,274 44	.....	1,825,413 61
Globe National.....	15,909 68	202,484 22	566,818 12	.....	3,103,860 48
Hide and Leather National.....	12,707 25	6,565 07	245,150 34	.....	1,468,013 69
Home National.....	1,862 43	224 68	45,573 28	.....	1,045,263 20
Lincoln National.....	3,424 84	887 25	34,175 81	.....	396,406 25
Merchants' National.....	87,986 44	59,140 51	5,032,529 53	.....	8,438,692 93
Metropolitan National.....	83,686 92	41,382 19	3,324,062 53	.....	9,885,584 93
National Bank of America.....	17,813 66	.....	1,525,885 10	.....	3,144,469 51
National Bank of Illinois.....	61,737 37	337,026 41	3,130,682 42	.....	10,827,874 49
National Bank of the Republic.....	4,117 74	29,845 36	822,596 95	.....	1,668,183 19
National Live Stock Bank.....	.....	49,227 37	1,519,191 29	.....	3,482,749 39
Northwestern National.....	55,258 54	222,260 67	1,954,941 63	\$259,289 43	3,892,938 60
Oakland National.....	4,036 15	.....	.....	.....	313,457 62
Prairie State National.....	16,221 77	4 389 27	60,987 44	.....	897,552 49
Union National.....	30,808 93	39,261 26	2,184,956 59	.....	3,856,592 67
First National, Englewood.....	978 87	21,729 41	49 71	.....	258,023 09
Totals.....	\$898,259 19	\$2,022,492 05	\$43,522,948 44	\$259,289 43	\$112,817,394 15

Two National banks, the Chemical and the Columbia, which reported in December, 1892, each a capital of \$1,000,000 and deposits of \$1,600,000 and \$1,800,000, have since failed and are not listed above.

The table following shows the condition of the twenty-three State banks of Chicago, at the date of their published report in 1892, including Savings banks and Trust companies:

THE CONDITION OF THE STATE BANKS OF CHICAGO ON OCTOBER 26, 1892, COMPILED FROM REPORTS MADE TO THE AUDITOR OF PUBLIC ACCOUNTS.

RESOURCES.

BANKS.	LOANS AND DISCOUNTS.	OVER- DRAFTS.	UNITED STATES BONDS.	OTHER BONDS & STOCKS.	CASH ON HAND.	DUE FROM BANKS.
Bank of Commerce.....	\$ 1,337,243	\$ 4,728	\$ 116	\$ 3,479	\$ 98,566	\$ 254,179
Bank of Illinois.....	.....	.....	.....	61,325	.....	42,988
Central Trust and Savings Bank.....	346,573	1,796	.....	.....	26,099	66,332
Chicago Trust and Savings Bank.....	880,184	843	.....	39,650	43,446	34,994
Commercial Loan and Trust Co.....	1,177,154	100	.....	10,000	95,015	301,782
Corn Exchange Bank.....	6,841,027	3,472	.....	.....	973,270	2,066,325
Dime Savings Bank.....	403,673	5,927	1,300	117,069	14,467	61,609
Garden City Banking and Trust Co.....	1,129,443	25	.....	225,941	64 069	185,646
Globe Savings Bank.....	416,420	171	.....	101,118	14,261	65,814
Home Savings Bank.....	183,696	.....	10,450	40,500	.....	132,074
Illinois Trust and Savings Bank.....	15,213,322	.....	291,250	2,537,529	1,588,352	1,584,055
Industrial Bank.....	291,972	23	.....	.....	32,694	25,211
International Bank.....	1,371,335	6,118	.....	5,550	153,656	172,489
Milwaukee Avenue State Bank.....	758,829	693	.....	.....	38,091	54,262
Northwestern Bond and Trust Co.....	686,561	.....	.....	.....	296	18,135
Royal Trust Co.....	998,799	190	.....	11,300	23,933	72,389
State Bank of Chicago.....	2,091,478	3,162	115	12,660	75,381	471,537
The Am. Trust and Savings Bank.....	4,451,322	8,605	.....	316,800	440,505	1,601,383
The Hibernian Banking Ass'n.....	3,034,758	4,059	29,086	246,229	283,369	454,067
The Merchants' Loan and Trust Co.....	9,079,488	1,685	3,600	757,450	2,267,610	1,474,145
The Northern Trust Co.....	4,545,761	3,084	2,600	1 137 0 0	663,741	1,581,564
Prairie State Savings and Trust Co.....	1,385,941	.....	.....	815,284	83,206	217,053
The Union Trust Co.....	2,701,161	3,081	.....	752,357	333,380	736,950
Totals.....	\$ 59,318,060	\$ 47,762	\$ 338,817	\$7,191,191	\$7,313,397	\$ 11,674,913

STATE BANKS—RESOURCES—(CONTINUED.)

BANKS.	REAL ESTATE.	FURNI- TURE AND FIXTURES.	CURRENT EXPENSES.	CHECKS AND CASH ITEMS.	COLLEC- TIONS.	TOTAL RESOURCES.
Bank of Commerce.....		\$ 6,246	\$ 11,982	\$ 50,065		\$ 1,766,604
Bank of Illinois.....						104,243
Central Trust and Savings Bank.....		3,881	767			445,448
Chicago Trust and Savings Bank.....	\$ 13,761	4,500	2,487			1,019,865
Commercial Loan and Trust Co.....		5,552		58,314		1,647,917
Corn Exchange Bank.....				564,800		10,452,894
Dime Savings Bank.....	8,480	17,977	1,274	6,329		638,85
Garden City Banking and T. Co.....			7,961	36,102	\$ 8,141	1,657,328
Globe Savings Bank.....		7,458	7,940	6,102		619,284
Home Savings Bank.....			243		314	367,187
Illinois Trust and Savings Bank.....				263,664		21,498,162
Industrial Bank.....	36,225	1,381				387,506
International Bank.....	3,023		7,182	91,203	22,237	1,832,753
Milwaukee Avenue State Bank.....		32,840	557	32,214	2 619	912,106
Northwestern Bond and Trust Co.....		2,000				706,992
Royal Trust Co.....		5,526	690	55,897		1,168,724
State Bank of Chicago.....				56,397		2,710,621
The Am. Trust and Savings Bank.....				123,521	773	6,942,919
The Hibernian Banking Ass'n.....	8,406	5,944		6,898		4,072,816
The Merchants' Loan and Trust Co.....			6,392	574,967		14,165,337
The Northern Trust Co.....				44,999		7,878,749
Prairie State Savings and Trust Co.....		4,000	6,799			2,512,273
The Union Trust Co.....	49,980	5,000	10,634			4,592,542
Totals.....	\$ 119,855	\$ 102,305	\$ 64,908	\$ 1,995,262	\$ 33,084	\$88,200,554

STATE BANKS—LIABILITIES.

BANKS.	CAPITAL STOCK.	SURPLUS FUND.	UNDI- VIDED PROFITS.	DIVI- DENDS UNPAID.	SAVINGS DEPOSITS SUBJECT TO NOTICE.	INDIVID- UAL DE- POSITS SUBJECT TO CHECK.	DEMAND CERTIFI- CATES.
Bank of Commerce.....	\$ 500,000	\$ 7,500	\$ 29,748		\$ 199,714	\$ 948,163	\$ 6,431
Bank of Illinois.....	100,000	1,500	2,743				
Central Trust and Savings Bank.....	200,000		17,160			174,273	6,230
Chicago Trust and Savings Bank.....	500,000	30,000	10,235		75,186	315,504	5,500
Commercial Loan and Trust Co.....	500,000	25,000	45,289			851,666	32,557
Corn Exchange Bank.....	1,000,000	1,000,000	156,899			6,272,728	318,302
Dime Savings Bank.....	100,000	40,000	10,106		488,179		
Garden City Banking and T. Co.....	500,000		43,363		48,837	886,565	26,348
Globe Savings Bank.....	500,000		13,900		259,027	105,657	14,310
Home Savings Bank.....	5,000		32,367		328,452	55	
Illinois Trust and Savings Bank.....	2,000,000	1,000,000	487,449	\$ 250	9,553,372	6,828,876	115,857
Industrial Bank.....	200,000		4,513		41,933	125,937	8,160
International Bank.....	500,000	150,000	34,196			1,056,088	68,410
Milwaukee Avenue State Bank.....	250,000		36,544		220,076	354,080	3,495
Northwestern Bond and Trust Co.....	100,000					11,602	
Royal Trust Co.....	500,000	25,000	13,243		30,079	308,396	40,480
State Bank of Chicago.....	500,000		75,394		987,501	892,062	15,432
The Am. Trust and Savings Bank.....	1,000,000	175,000	44,460	37	667,767	4,016,381	149,123
The Hibernian Banking Ass'n.....	222,000		339,747		2,539,238	879,222	4,425
The Merchants' Loan and Trust Co.....	2,000,000	1,000,000	709,341	702		7,848,530	697,634
The Northern Trust Co.....	1,000,000	225,000	35,359			4,131,120	306,807
Prairie State Savings and Trust Co.....	200,000		13,918	78	2,209,418	25,799	
The Union Trust Co.....	500,000	524,000	101,629		1,683,226	1,464,103	126,314
Totals.....	\$12,577,000	\$4,203,000	\$2,257,603	\$1,067	\$19,332,605	\$37,567,207	\$1,955,814



Lyman J. Gage

THE END

STATE BANKS—LIABILITIES.—(CONTINUED).

	TIME CER- TIFICATES.	CERTIFIED CHECKS.	CASHIERS' CHECKS.	PREMIUM ON BONDS.	DUE TO OTHER BANKS.	TOTAL DEPOSITS.	TOTAL LIABIL- ITIES.
Bank of Commerce	\$ 50,697	\$ 24,101	\$ 250	.....	.....	\$1,229,356	\$ 1,766,604
Bank of Illinois.....	.....	.....	.....	.....	.....	104,243	104,243
Central Trust and Savings Bank.....	.....	2,319	933	.....	\$ 44,533	228,288	445,448
Chicago Trust and Savings Bank.....	.....	1,107	.....	.....	81,864	479,630	1,019,865
Commercial Loan and Trust Co.....	2,095	17,075	3,305	\$ 200	170,730	1,077,628	1,647,917
Corn Exchange Bank.....	400,000	.....	212,636	.....	992,329	8,295,995	10,452,894
Dime Savings Bank.....	.....	.....	.....	.....	.....	488,179	638,285
Garden City Banking and T. Co.....	146,591	4,286	1,348	.....	.....	1,163,965	1,657,328
Globe Savings Bank.....	19,964	526	1,276	.....	4,024	405,384	619,284
Home Savings Bank.....	.....	1,313	.....	.....	.....	329,820	267,187
Illinois Trust and Savings Bank.....	736,979	125,420	147,623	.....	502,336	18,010,463	21,498,162
Industrial Bank.....	.....	6,963	.....	.....	.....	182,993	387,506
International Bank.....	.....	17,478	6,581	.....	.....	1,148,557	1,832,753
Milwaukee Avenue State Bank.....	28,680	7,537	13,943	.....	.....	625,561	912,105
Northwestern Bond and Trust Co.....	505,390	.....	.....	.....	.....	906,992	706,992
Royal Trust Co.....	19,061	5,718	174	.....	136,573	630,451	1,168,724
State Bank of Chicago.....	81,025	19,341	16,928	.....	22,938	2,135,227	2,710,621
The Am. Trust and Savings Bank.....	.....	28,311	51,625	.....	810,314	5,723,422	6,942,919
The Hibernian Banking Ass'n.....	.....	7,840	47,626	.....	32,718	3,511,069	4,072,816
The Merchants' Loan and Trust Co.....	.....	57,430	120,576	50,085	1,681,039	10,455,294	14,165,337
The Northern Trust Co.....	2,021,529	36,741	113,579	69, 00	139,305	6,718,390	7,978,743
Prairie State Savings and Trust Co.....	61,836	329	895	.....	.....	2,298,277	2,512,273
The Union Trust Co.....	.....	46,247	3,408	.....	133,315	3,466,913	4,592,542
Totals	\$4,161,797	\$410,142	\$742,707	\$119,594	\$4,852,018	\$69,162,884	\$88,200,554

ADDING TOGETHER ITEMS OF THE TWO SYSTEMS, THE FOLLOWING REPRESENTS THE BUSINESS OF THE BANKS OF CHICAGO:

Capital.....	\$ 33,877,000
Surplus and undivided earnings.....	20,480,149
Deposits.....	172,908,545
Loans.....	133,674,447

Of the above State banks, only the Dime Savings bank and the Home Savings bank confine their operations to a purely savings business.

The following have no savings department:

Central Trust and Savings bank.

Commercial Loan and Trust company.

Corn Exchange bank.

International bank.

Northwestern Banking and Trust company.

Merchants' Loan and Trust company.

Northern Trust company.

The rest of the State banks have savings

and commercial banking departments, viz.:

Bank of Commerce.

Chicago Trust and Savings bank.

Garden City Banking and Trust company.

Globe Savings bank.

Illinois Trust and Savings bank.

Industrial bank.

Milwaukee Avenue State bank.

Royal Trust company.

State bank.

American Trust and Savings bank.

Hibernian Banking association.

Prairie State Savings and Trust company.

Union Trust company.

HISTORY OF CHICAGO.

THE CONDITION OF THE STATE BANKS OF CHICAGO ON OCTOBER 8, 1893, COMPILED FROM REPORTS
MADE TO THE AUDITOR OF PUBLIC ACCOUNTS.

RESOURCES.

BANKS.	LOANS AND DISCOUNTS	O'R D'FTS SECURED AND UNSE- CURED.	U.S. BONDS INC. PRE.	OTHER BON'S AND STOCKS INC. PRE.	CASH ON HAND.	DUE FROM OTHER BANKS.
Bank of Commerce.....	\$ 915,171	\$ 2,657	.....	\$ 3,750	\$ 183,506	\$ 172,463
Bank of Illinois.....	95,000	.....	.....	8,500	.....	2,455
Central Trust & Savings Bank.....	284,061	344	\$ 2,000	.....	23,638	73,185
Chicago City Bank.....	215,149	153	.....	.....	16,294	51,923
Chicago Trust & Savings Bank.....	667,282	.....	.....	39,650	.....	24,599
Commercial Loan & Trust Co.....	961,488	8	.....	10,000	109,864	204,013
Corn Exchange Bank.....	5,210,876	2,243	.....	.....	2,062,951	1,656,808
Dime Savings Bank.....	333,268	757	.....	49,534	4,838	54,742
Garden City Banking & Trust Co.....	669,089	949	.....	283,218	108,377	291,739
Globe Savings Bank.....	562,260	28	.....	61,915	18,784	31,411
Home Savings Bank.....	237,312	.....	10,450	40,500	.....	55,191
Homestead Loan & Guaranty Co.....	239,893	.....	.....	.....	.....	9,902
Illinois Trust & Savings Bank.....	14,598,202	.....	.....	2,850,980	3,126,333	1,633,948
Industrial Bank of Chicago.....	64,185	.....	.....	11,200	.....	84,490
International Bank.....	1,092,295	8,647	.....	1,200	186,253	162,380
Milwaukee Avenue State Bank.....	444,301	381	.....	.....	97,119	49,137
Northwestern Bond & Trust Co.....	669,603	.....	.....	16,913	165	62,940
Royal Trust Co.....	777,917	2,537	.....	49,190	68,169	183,711
South Side State Bank.....	.....	.....	.....	100,000	.....	.....
State Bank of Chicago.....	1,495,840	980	.....	1,000	184,109	579,716
American Trust & Savings Bank.....	3,079,022	1,140	.....	301,831	842,134	1,032,224
Hibernian Banking Association.....	1,655,434	2,280	29,086	246,268	799,964	616,326
Merchants' Loan & Trust Co.....	7,692,470	5,285	4 200	865,160	6,040,059	3,001,743
Northern Trust Co.....	3,062,860	8,854	2,600	1,106,573	2,539,928	1,570,472
Prairie State Savings and Trust Co.....	635,565	.....	.....	605,647	314,252	44,213
Union Trust Co.....	1,653,674	433	.....	1,151,537	242,592	721,757
Totals.....	\$47,315,217	\$37,676	\$48,336	\$7,809,866	\$16,969,329	\$12,371,478

STATE BANKS.—RESOURCES—(CONTINUED.)

BANKS.	REAL ESTATE.	FURNITURE AND FIXT.	CURRENT EXPENSES.	CHECKS AND OTHER CASH ITEMS.	COLLEC- TIONS.	TOTAL RESOURCES.
Bank of Commerce.....	.....	\$ 6,000	\$ 14,276	\$ 43,047	.....	\$ 1,340,870
Bank of Illinois.....	.....	.....	.....	.....	.....	105,945
Central Trust & Savings Bank.....	\$ 2,766	4,688	330	545	.....	391,497
Chicago City Bank.....	45,300	2,311	4,229	.....	.....	335,359
Chicago Trust & Savings Bank.....	26,977	4,500	9,772	.....	.....	772,780
Commercial Loan & Trust Co.....	.....	5,000	.....	62,527	.....	1,352,900
Corn Exchange Bank.....	.....	.....	.....	635,100	.....	9,567,978
Dime Savings Bank.....	53,386	1,875	1,060	294	.....	500,054
Garden City Banking & Trust Co.....	.....	.....	10,942	27,904	\$ 4,274	1,401,492
Globe Savings Bank.....	.....	7,402	2,060	26,717	.....	710,577
Home Savings Bank.....	.....	.....	303	.....	.....	343,756
Homestead Loan & Guaranty Co.....	.....	.....	16,225	.....	4,507	170,527
Illinois Trust & Savings Bank.....	.....	.....	.....	744,644	.....	22,954,107
Industrial Bank of Chicago.....	.....	.....	16,541	23,584	.....	200,000
International Bank.....	4,707	1,623	12,614	49,178	12,547	1,531,444
Milwaukee Avenue State Bank.....	25,626	9,905	1,942	12,000	2,330	642,741
Northwestern Bond & Trust Co.....	.....	2 000	.....	449	.....	752,070
Royal Trust Co.....	20,000	5,000	102	61,651	.....	1,168,277
South Side State Bank.....	.....	.....	.....	.....	.....	100,000
State Bank of Chicago.....	.....	.....	.....	51,481	27,312	2,340,438
American Trust & Savings Bank.....	.....	.....	.....	146,831	948	5,404,130
Hibernian Banking Association.....	8,688	7,176	.....	4,054	.....	3,369,279
Merchants' Loan & Trust Co.....	.....	.....	11,483	1,103,872	.....	18,727,272
Northern Trust Co.....	.....	.....	.....	86,185	.....	8,377,472
Prairie State Savings and Trust Co.....	.....	4,000	.....	.....	.....	1,603,677
Union Trust Co.....	50,079	5,000	11,616	.....	.....	3,836,688
Totals.....	\$ 237,529	\$ 66,420	\$ 113,495	\$3,080,963	\$ 51,918	\$88,101,327

STATE BANKS—LIABILITIES.

BANKS.	CAPITAL STOCK.	SURPLUS FUND.	UNDIVIDED PROFITS.	SAVINGS DEPOSITS SUBJECT TO NOTICE.	INDIVIDUAL DEPOSITS SUBJECT TO CHECK.	DEMAND CERTIFICATES OF DEPOSIT.
Bank of Commerce.....	\$ 500,000	\$ 15,000	\$ 33,485	\$ 87,611	\$ 661,569	\$ 1,515
Bank of Illinois.....	100,000	2,000	3,945			
Central Trust and Savings Bank.....	200,000		25,326		121,634	2,996
Chicago City Bank.....	200,000	20,000	8,354		96,195	10,633
Chicago Trust & Savings Bank.....	500,000	40,000	8,893	33,198	190,121	540
Commercial Loan & Trust Co.....	500,000	50,000	54,813		589,349	10,584
Corn Exchange Bank.....	1,000,000	1,000,000	227,197		5,558,316	142,788
Dime Savings Bank.....	100,000	45,000	12,831	342,223		
Garden City Banking & Trust Co.....	500,000		74,991	64,014	653,306	17,829
Globe Savings Bank.....	200,000		6,345	191,074	259,582	15,728
Home Savings Bank.....	5,000		\$6,629	299,615	1,199	
Homestead Loan and Guaranty Co.....	250,000		18,167		2,360	
Illinois Trust and Savings Bank.....	2,000,000	1,000,000	125,386	8,408,323	9,183,509	351,263
Industrial Bank of Chicago.....	200,000					
International Bank.....	500,000	150,000	52,596		720,699	66,410
Milwaukee Ave. State Bank.....	250,000	25,000	27,951	101,245	205,785	2,615
Northwestern Bond & Trust Co.....	100,000		7,841		53,114	
Royal Trust Co.....	500,000	50,000	23,601	37,423	388,205	11,664
South Side State Bank.....	100,000					
State Bank of Chicago.....	500,000		113,009	646,714	711,002	11,902
American Trust & Savings Bank.....	1,040,000	200,000	54,442	427,854	2,742,272	134,220
Hibernian Banking Association.....	222,000		372,908	1,770,399	897,701	21,107
Merchants' Loan & Trust Co.....	2,000,000	1,000,000	815,135		11,420,201	886,931
Northern Trust Co.....	1,000,000	200,000	69,843	640,433	4,366,752	153,129
Prairie State Savings & Trust Co.....	200,000		27,574	1,336,134	31,552	2,263
Union Trust Co.....	500,000	500,000	101,846	1,066,727	1,331,410	98,562
Totals.....	\$13,127,000	\$4,497,000	\$3,023,108	\$15,446,987	\$40,185,833	\$1,942,669

STATE BANKS.—LIABILITIES—(CONTINUED.)

BANKS.	TIME CERTIFICATES OF DEPOSIT.	CERTIFIED CHECKS.	CASHIERS' CHECKS OUTSTANDING.	DUE TO OTHER BANKS.	TOTAL DUE DEPOSITORS.	TOTAL LIABILITIES.
Bank of Commerce.....	\$ 25,002	\$ 15,657	\$ 1,031	\$	\$ 792,385	\$ 1,340,870
Bank of Illinois.....						105,945
Central Trust and Savings Bank.....		1,491	1,144	38,906	127,265	391,497
Chicago City Bank.....			177		107,005	335,359
Chicago Trust and Savings Bank.....		28			223,887	772,780
Commercial Loan and Trust Co.....	20,152	37,654	7,313	83,035	665,052	1,352,940
Corn Exchange Bank.....	300,000		19,936	1,319,751	6,021,030	9,567,978
Dime Savings Bank.....					342,223	500,654
Garden City Banking & Trust Co.....	81,178	8,558	1,524	94	826,407	1,401,492
Globe Savings Bank.....	22,976	100	992	13,780	490,452	710,577
Home Savings Bank.....		1,313			302,127	343,756
Homestead Loan and Guaranty Co.....					270,527	
Illinois Trust and Savings Bank.....	994,426	107,268	83,932		19,128,721	22,951,107
Industrial Bank of Chicago.....						200,000
International Bank.....		26,490	5,249		828,848	1,531,444
Milwaukee Ave. State Bank.....	22,352	3,192	4,601		339,790	642,741
Northwestern Bond & Trust Co.....	591,115				644,229	752,070
Royal Trust Co.....	8,216	11,167	1,348	136,653	458,023	1,168,277
South Side State Bank.....						100,000
State Bank of Chicago.....	31,202	35,426	60,674	290,509	1,496,920	2,340,438
American Trust and Savings Bank.....		77,246	3,477	764,619	3,385,069	5,404,130
Hibernian Banking Association.....		9,302	10,204	65,655	2,708,713	3,369,276
Merchants' Loan & Trust Co.....	8,782	99,362	17,283	2,479,578	12,433,559	18,727,272
Northern Trust Co.....	1,301,992	124,925	17,797	382,601	6,605,028	8,377,472
Prairie State Savings and Trust Co.....	3,047	329	2,778		1,376,103	1,603,677
Union Trust Co.....	12,937	20,295	16,606	94,305	2,540,537	3,836,688
Totals.....	\$3,423,377	\$589,801	\$256,066	\$5,609,486	\$61,844,733	\$ 88,101,327

No account of the banking interests of Chicago would be complete, which did not make note of the business conducted by individuals and unincorporated firms. Yet it is quite difficult, if not impossible, to obtain accurate statistics of the business done by them or of the capital employed. If they make any reports, they are to the commercial agencies and are not for the use or information of the public.

A large business has always been done in Chicago by the private banks. At all times they have included names of high character and approved financial ability. Among them will be recalled those of George Smith, R. K. Swift, E. I. Tinkham, the Sturgis Bros., the Greenebaums, Walter L. Newberry, I. H. Burch, W. F. Coolbaugh, J. Y. Scammon and many others equally prominent and reliable.

At the present time (1893) there are seventy-eight persons and firms enumerated as in one way or another connected with banking in Chicago. Some of these conduct a full and regular banking business, receiving deposits, discounting and selling exchange, etc., while others are devoted to some special branch of the business, such as brokerage, investments, loans and foreign exchange.

While there are no statistics of the business done by the bankers, it is probable that the greater part of it is embraced in the transactions of the clearing house, through which most of the checks put into circulation pass.

Among the banking institutions that have done business in Chicago there are few that have confined their operations to a strictly savings business. Although there have been numbers that have taken the name, they have usually made the savings a subordinate department, joining with it a general banking business. The system gained such popularity that in 1872 eighteen savings banks held \$12,013,000 of deposits.

The result of placing the savings deposit at the hazard of commercial business has not been such as to commend the system. There have been numerous and disastrous failures.

In 1877 and 1878, the decline in values of real estate, in which much of the deposits was invested, and the general shrinkage in values and decline in business which followed the panic of 1873, together with overloans and general mismanagement, produced a series of failures among savings banks which entitle the period to be known as the savings bank panic.

The "Bee Hive," whose corporate title was "Merchants, Farmers and Mechanics' Bank," which had been organized under the law of 1861, after marshaling all of its available assets, closed its doors with sixty-two cents in its vaults and liabilities amounting to \$655,000. On final liquidation the depositors received ten per cent. of their claims.

The State Savings bank, organized in 1863, also made a disastrous failure, but after years it was able to pay fifty per cent. Among its assets was the note of its president for \$479,177.40.

The Fidelity Savings bank failed about the same time, with liabilities reaching \$1,500,000, and paid in liquidation seventy per cent.

The German Savings bank followed, with a disastrous failure, though it ultimately paid its depositors.

About this time the Scandinavian National bank failed.

These failures, in truth due to incompetent or dishonest management, and to a vicious system, gave a shock to public confidence in savings banks from which they have hardly recovered.

At the present time, besides the few national banks which issue time certificates of deposit bearing interest, thus entering the domain of savings business, there are fifteen banks that do a distinctively savings business. All but two of these also transact a general banking business.

The aggregate amount of savings deposits

reported by these fifteen banks is \$19,332,605. Of this amount, one institution, the Illinois Trust and Savings bank, holds \$9,553,372; while two others, the Hibernian and Prairie State, each holds between two and two and a half million dollars.

The two banks doing a strictly savings business are the Dime and Home, the former with a deposit of \$488,000, and the latter of \$328,000.

The present year (1893) has brought disaster to banks doing a savings business, compelling several of them to close their doors.

A type of financial institutions has come into great prominence throughout the country

in recent years, under the name of Building and Loan Associations. They embrace some of the valuable features of savings banks, and give their members the advantage of co-operation in the investment of accumulations, and the management of their investments, and stimulate the desire to save, so prominent by the minds of virtuous and industrious young people of the industrial class.

Such institutions have been long known in England, where they have attained great success and popularity. They were introduced into Philadelphia and some other eastern cities many years ago, but only in recent years have become established in the West. In Chicago they have lately become popular and have gathered a large capital.

The principle of organization is purely co-operative. Members subscribe for stock, payable in monthly installments of small amounts, a small per centage of which is devoted to defraying the expenses of management, and the major part to investment. When the stock has matured, that is has attained its par value by accumulation of installments of interest and of profits, it is payable to the member if he desires, or if not is still retained by the association and constitutes a valuable investment of the member. In the placing of loans, members are preferred, and pay such rates of interest as their mutual competition may exact. If

the loan demands a high rate of interest or a premium, the profits go to the mutual advantage of members. In the ordinary course the stock matures in from nine to twelve years. There are differences of detail in the management of different associations, but the main features of all are those above outlined.

The first building and loan association in Chicago was incorporated in 1869. Ten years later they were almost unknown. The law passed by the General Assembly in 1879 was the first one under which any considerable number of them was organized, and under this law their growth was at first slow. During the last ten years they have rapidly multiplied in numbers and grown in importance. There are two hundred twenty-eight associations enumerated in the last city directory, and it is estimated by a gentleman conversant with the subject that there are nearly five hundred in the city. Their aggregate assets probably amount to \$50,000,000, exceeding fourfold the combined deposits of the Savings banks. Such results are astounding when it is considered how quietly their operations are conducted, and how little notice they attract in the financial world. The working of the system is economical, involving only the moderate salaries of managing officers and clerks and the rent of inconspicuous offices.

The loans are or should be made upon real estate security, and the business conducted with the strictest integrity. The advantages of the system are obvious. It tends to promote habits of saving, and offers to the owners of small incomes safe and sure, as well as profitable, investment.

The specializing tendency of modern business methods has given rise to a class of financial institutions, dealing rather with investments of a more permanent nature than ordinary commercial banking, and executing fiduciary trusts requiring large pecuniary responsibility, as well as skill and fidelity.

While Chicago has a number of institutions bearing the title of trust companies, most of

Building and
Loan Associations.

Trust
Companies.

them seem to have drifted into a general banking business.

The goldsmiths of ancient London were depositaries of plate, gems, title-deeds and valuable documents, and from exercising these functions drifted into banking. The older banks were employed in receiving special deposits, because they had vaults in which they could be stored, and kept from the depredations of thieves and the ravages of fire. In modern times these deposits becoming more numerous, and entailing often heavy responsibility, for which the banks receive no adequate remuneration, a need became apparent for special depositories of these articles. The Safe Deposit companies have met this need. They build capacious vaults, furnished with all the safeguards against fire and robbery which modern skill has been able to devise and provide safes and other receptacles, inaccessible except to the initiated, and, fastened with time locks, which defy access even to their guardians at unseasonable hours. These furnish a most convenient resource for the security and preservation of valuables. They even trench upon the perquisites of regular banks, for in times of panic or distrust how many millions are withdrawn from ordinary deposit and locked in the safe deposit none but the owners know!

Such safe deposit vaults have been freely furnished to the citizens of Chicago, and are in great request. They are scattered about the city in locations convenient for access. No less than twenty are advertised in the latest city directory, and perhaps others exist

The Chicago Clearing House Association was formed in 1870, and became incorporated in 1882. Its functions have become well known, since the introduction of the system in New York. It furnishes a valuable facility in making exchanges and in the settlement of daily balances among the banks, and by its better knowledge of the condition of banks, and supervision of their general policies, forms a useful protection against improvident management.

The records of the Clearing House also furnish a reliable indication of the activity or dullness of trade, and measure the volume of financial transactions. By these records Chicago is shown to have long since attained the second place in the amount of its exchanges among the cities of the continent, New York being foremost by a long lead. St. Louis, New Orleans, Philadelphia and Boston all lag in the rear.

In 1872 the clearings of the Chicago clearing house amounted to \$993,060,503.

In 1884 they were \$2,259,350,386.

In 1891 they were \$5,135,771,186.

THE FOLLOWING TABLE SHOWS THE AMOUNT
OF CLEARINGS BY THE ASSOCIATED BANKS
OF CHICAGO FOR EACH MONTH DURING
THE PAST SIX YEARS.

CLEARINGS 1887.	
January.....	\$212,347,774 96
February.....	188,557,937 43
March.....	240,248,544 72
April.....	290,003,849 29
May.....	263,482,839 59
June.....	284,724,575 48
July.....	241,874,217 48
August.....	240,218,966 67
September.....	251,918,092 03
October.....	267,550,325 62
November.....	272,849,832 81
December.....	275,433,254 52
Total.....	\$2,969,216,210 60

CLEARINGS 1888.	
January.....	\$234,310,056 68
February.....	217,428,855 22
March.....	239,067,737 04
April.....	237,692,719 36
May.....	278,064,607 14
June.....	274,921,216 16
July.....	256,744,818 81
August.....	263,903,128 86
September.....	271,295,632 21
October.....	323,057,170 89
November.....	279,673,134 78
December.....	287,595,385 53
Total.....	\$3,163,774,462 68

CLEARINGS 1889.	
January.....	\$269,209,079 10
February.....	234,398,018 52
March.....	261,891,693 21
April.....	262,122,111 41
May.....	295,131,212 12
June.....	275,068,396 77
July.....	269,066,658 74
August.....	284,168,138 00
September.....	284,927,160 20
October.....	330,190,038 87
November.....	300,776,128 65
December.....	312,176,053 08
Total.....	\$3,379,925,188 67



L. H. G. Smith

THE UNIVERSITY OF
CHICAGO
PRESS

CLEARINGS 1890.

January.....	\$269,038,598 00
February.....	253,052,263 00
March.....	304,703,836 00
April.....	323,624,385 00
May.....	374,960,935 00
June.....	358,607,984 03
July.....	350,804,127 00
August.....	342,118,026 00
September.....	359,984,613 00
October.....	405,679,992 00
November.....	364,309,585 00
December.....	359,252,540 00
Total.....	\$4,093,145,904 00

CLEARINGS 1891.

January.....	\$345,552,662 78
February.....	293,225,064 82
March.....	333,991,989 30
April.....	347,709,049 79
May.....	391,093,736 24
June.....	374,708,912 60
July.....	363,129,767 60
August.....	361,884,576 86
September.....	398,157,726 55
October.....	421,521,165 04
November.....	401,965,033 94
December.....	423,945,524 97
Total.....	\$4,456,885,230 49

CLEARINGS 1892.

January.....	\$394,056,126 62
February.....	368,897,462 37
March.....	404,246,598 81
April.....	384,131,581 60
May.....	423,430,778 60
June.....	448,596,216 35
July.....	423,197,025 37
August.....	428,891,016 81
September.....	438,982,594 60
October.....	465,469,612 64
November.....	465,060,301 85
December.....	492,811,871 06
Total.....	\$5,135,771,186 74

Tides are wont to sweep over the ocean of finance, as they do over the waters of the sea. The forces that draw them, Panics.

unlike lunar attraction, are not periodical in their action, nor are they governed by any calculable laws. They come with resistless force, like the wind. No man knoweth whence they come nor whither they go. Only after the reflux wave has passed can we study its movements and discover its origin. Plentiful harvests and dearth, the buoyancy of stimulated enterprise, and the contagion of despondency and suspicion, contraction or expansion of the circulating medium, wise or vicious systems of finance, improvident taxation—any or all of these

influences, and many others of obscure character, operate to disturb the level of the mobile waters and toss the vessels that navigate them on troubled waves, and not seldom wreck them on the rugged reefs that fringe their shores. Chicago, standing midway on the great ocean of continental commerce, has felt the force of these surging tides. Its prosperity has been in turn stimulated and checked as they have swept over it.

Prior to 1830, when Chicago and her tributary country began to rise upon the fallow prairies, the revulsions which agitated the country spent their force on the Atlantic seaboard. The great panic of 1837 found her too small and feeble to leave a permanent impression. Building enterprises were indeed checked, speculations collapsed, and the course of feverish enterprise was arrested; but she had no financial institution to be overthrown. The ultimate effects of the storm were rather beneficial than harmful, for the blight which settled upon so many fortunes at the East stimulated emigration, and started an army of settlers to take up the new lands of the West.

The tornado that swept over the country from the East in 1856 and 1857, spent much of its force before it reached Chicago. Here real estate values were depressed, and business blighted, and financial institutions wrecked; but the region possessed great recuperative power. Her agricultural and manufacturing interests were in course of rapid development, and the rising tide of prosperity was only momentarily checked.

The war period withdrew armies of laborers from the fields and workshops, created a new demand for produce and merchandise, and stimulated prices, so that what was a great national calamity became a sectional blessing, in a business point of view. During the decade 1860 to 1870, the population of Chicago increased more than 266 per cent. and the increase in numbers was an index of the augmentation of her business.

In 1873 a time of contraction, of lowering

prices, brought its revulsion. Again enterprise was checked. But the system of national banking had given the country a sound currency, and but for the expansion of credits based on excessive real estate valuation, which brought about some disastrous bank failures, Chicago would have escaped as it soon surmounted the temporary embarrassment.

The twenty years which have followed have, in the main, been years of prosperity and growth. Business has settled into fixed channels and become stable. Occasional periods of stringency have occurred, but they have soon passed away and the serene course of prosperity resumed its sway.

What shall be said of 1893? At this writing (the last of July) clouds have gathered in the serene sky, and burst upon the country with the force of a cyclone. Distrust has succeeded confidence, contraction of credits has deprived the industries of the country of their vital current. The blood of commerce is congested at its heart. No natural cause is apparent. Harvests have been abundant, peace and tranquility remain undisturbed throughout the world; until the storm came labor was well employed and content with its wages.

While these lines are being written, east and west, north and south, banks are closing their doors, merchants and manufacturers are becoming bankrupt, enterprises are suspended, labor is unemployed and business is unprofitable.

What Titanic force has wrought this mighty upheaval? While divers theories are propounded for its explanation, and the heated, if not acrimonious, debates of partizans of political or monetary schemes are in full course, it is perhaps too soon to take a philosophic view of the field.

Only some facts which bear upon the situation can be noted. They can be generalized and rationalized after sufficient time has passed for their full collection and calm consideration.

First. A change of administration in the

General Government has but just been accomplished. For the first time in thirty-three years all departments of the government have passed from the control of one political party to that of its opponent.

Second. The new administration is pledged, by its representative convention, to make radical changes in the revenue system of the country.

Third. A conflict is being waged in respect to the coinage and monetary system.

Fourth. Trade balances have turned against the country, requiring the exportation of considerable sums of gold.

Lastly. These causes have produced a feeling of uncertainty and a measure of distrust. Business has been contracted. Banks with one accord, little and great, "Tray, Blanche and Sweetheart"—four thousand strong—and, reckoning state and private banks, double that number—have hoarded their cash, refused credits, and called in loans. Contraction of the most drastic sort is the order of the day.

The prudent depositor, the unreflecting capitalist, the great throng of laborers, have caught the alarm, and besiege the doors of banks to secure their precious savings. The malady produced by contraction has aggravated its symptoms and heightened its wasting fever.

Like the benighted traveler who camps by the way side, the country rests in feverish sleep, and longs for the dawn!

The ideal banking house occupies a detached location, is a structure of a single clear story, with blank walls of massive masonry, lighted from a dome, and exhibiting in its details solidity and strength. It should be fireproof, its vaults secured from every possibility of external assault, and its safes armed with every barrier against stealth and ingenuity. It should have spacious rooms for the accommodation of its bookkeeping and clerical force, wide corridors for the admission of its customers, and liberal apartments for its boards of directors and com-

Bank
Architecture.

mittees. Such a construction would make architectural effect subordinate to security and convenience, but would not be incompatible with that symmetry which harmonises utility with beauty.

The "Old Lady of Threadneedle Street" built such a house for her occupation a hundred years ago. Situated at the very center of the seething multitude of London, which sways around its walls like the waters in the whirlpool of Niagara, it is the very emblem of serene dignity and unruffled security. Here its vast operations are conducted with a system and regularity, taught by ages of experience. No fire has ever devastated its archives, and no burglar penetrated its fastnesses. One or more of the old banks of New York are built on this model, and occasionally one in other parts of the country, but in general the high valuation of land in situations desirable for bank locations, and the manifest economy of utilizing ground space so that it will bring an income, have compelled a different construction.

The banks of Chicago are, in the main, well housed. Some of them occupy sumptuous quarters. The tendency is to occupy a corner in some great tenement, the unoccupied spaces being tenanted by other similar kinds of business, or made into office apartments. Where office buildings tower into the sky, rising into twelve, fourteen, and, in one instance, eighteen stories, it would be deemed arrogant folly to encumber a busy block with a single story building. All the banking houses of Chicago are truly Renaissance, since they have all been erected since the fire.

Only three banks have invested a considerable part of their capital in buildings. Of these the most notable is the First National bank. Its banking house, located at the northwest corner of Dearborn and Monroe streets, is a noble building, constructed of freestone at bottom, surmounted by walls of red brick. It is seven stories in height, 175 by 90 feet to an alley, on the ground. It is en-

tered through a jasper pillared doorway into large, well-lighted apartments. The facade is in plain symmetrical lines, surmounted by sculptured cornice. In vaults, consulting rooms, counters and desks, it is roomy, convenient and elegant. Adjoining the part occupied by the bank is a spacious suite of rooms fitted with the most modern and approved safe-deposit vaults.

The upper part of the building is occupied by offices, which serve to earn a considerable income upon the cost of the structure.

The institution had a fine building before 1871, which was nearly destroyed in the great fire, and has in the construction of the new edifice provided against the recurrence of a like calamity.

The Merchants National bank owns a building which, though far less expensive, is in some respects superior even to that of the First National. Its location is at No. 82 La Salle street. Its material is free stone. It is four stories in height, with plain but rich facade and architecturally is a beautiful structure.

The Continental National bank is likewise proprietor of its own banking house. It is of stone and brick, and occupies the entire front on La Salle street of the block from Quincy to Adams street. Its chief architectural features are magnitude and massiveness.

The banking profession affords little scope for the exercise of mirth or humor. It deals with facts and figures; with values and quantities. Its detail is a ceaseless round of entries and accounts, correspondence and interviews, begun every morning and finished each day—but never ended. Its management engages calm judgment and strictest scrutiny. Its science is one of probabilities, which ever and anon fall out, disclosing snares and pitfalls, into which the unwary fall. It exacts ceaseless vigilance and unwearied patience. While the profession has numbered in its ranks men of broad culture, sound judgment, and even devotees of science, *belles lettres* and literature, its ten-

dency is rather to narrow and specialize the intellect, and cultivate a habit of method and routine.

Nevertheless, the arid course of banking is sometimes watered by refreshing streams of wit and enlivened by incidents which give piquancy to its intercourse. In his hours of relaxation the banker is often found an entertaining companion and almost always a courteous gentleman.

In opinion he is a conservative, always supporting the side of order and precedent. He abhors innovations, and gives a wide berth to theorists and dreamers. He has no tolerance of speculators, or gamblers, whether in play or business, unless, forsooth, after a lucky run they bring a good account.

In morals he is punctilious and severe. His guiding stars are sobriety, rectitude, integrity. As years advance he is more likely to be found in the pew than the opera circle, and does not disdain to acknowledge the title of "deacon." If fortune favors, as she is likely to do, he becomes the staid head of a demure household, surrounds himself with substantial comforts, and even conventional elegancies, and settles down in the role of a dignified elder, respected, courted, deferred to, satisfied that his treasures repose where borrowers cease to annoy, and where thieves break not through nor steal.

The personal traits of individuals are too evanescent to make permanent impressions; yet some are so connected with events that they remain. Especially is this the case in the beginnings of history, when men of strong personality, and often of eccentric character, are connected with events. Some such have been preserved from the early days of Chicago banking.

The cashier of the Chicago branch of the Illinois State bank gave notice in the *American* of February 13, 1836, that the bank would be open for business from 9 A.M. to 1 P.M. of each business day; that Tuesdays and Fridays would be discount days; and that all paper should be offered on Monday and Thursday.

In its issue of March 12th following, the same paper announced that the deposits of Messrs. Garret, Brown & Brothers, from the beginning of the year to February 12th, amounted to \$34,359.31, an average of nearly eight hundred dollars per day, Sundays included, as an index of the magnitude of the business of the place.

About 1837, the Chicago Marine & Fire Insurance company, which possessed only by faint implication banking powers, opened a banking business, and issued certificates of deposit engraved in the similitude of bank notes, which gained considerable circulation.

In 1839 the banking firm of Strahan & Scott, with George Smith, obtained from the territorial legislature of Wisconsin a charter for the Wisconsin Marine & Fire Insurance company, which was a transcript of the Illinois charter of its namesake. Alexander Mitchell, then a young man, who had received a training in Aberdeen as a banker, came out at the instigation of the canny Scotchman who owned the charter, and was made secretary of the company and its manager. Certificates of deposit in denominations of \$1 to \$10 were issued and forced into general circulation. In 1841 the amount which had been issued was only \$34,028. By 1847 the amount had swollen to \$400,000 in 1849 to \$1,000,000, and in 1851 to \$1,470,000.

The institutions were popularly known as "Smith's Bank" and "Mitchell's Bank." The boldness of these operators naturally excited opposition among their less enterprising competitors, who inaugurated runs.

In November, 1839, the brokers had gathered an amount of Smith's bills, and when the office was closed on Thanksgiving Day, as was customary, it was announced in Milwaukee that Smith had closed his bank. A panic at once seized note holders and depositors, and a formidable run set in. The business men who had confidence in the bankers rallied to their support, and placed in the bank whatever funds they could put



Charles L. Hutchinson

THE LIBRARY

their hands on. When the run died out the deposits of the bank had decreased about \$100,000. The confidence of the public being so much stronger in the personal character of the owners than in the corporate responsibility, a few years later Messrs. Smith and Mitchell entered into a formal undertaking to be responsible for the notes of the bank. The Milwaukee institution was reorganized in 1853, receiving a regular banking charter, and adding to its name the word "Bank."

It was about 1840 that Mr. David Ballentine opened a bank on Lake street, which he afterwards sold to George Smith. It is related that on occasion of an alarm of fire which threatened the bank, instead of removing the valuables, teams were hitched to the building and the whole concern hauled to a safe distance.

In the summer of 1852, Seth Paine made his appearance in Chicago. He was a penniless young man, raised in Vermont, who had drifted West to seek his fortune. He was tall, of pleasing address, possessing brilliant conversational power, and was a public speaker of no ordinary ability. His manner was eccentric. He had adopted all the moral and social vagaries of the day, being Abolitionist, Fourierite, Socialist and Spiritualist. Joining with himself a partner possessing a few thousand dollars, he opened a bank with the pompous title of "The Bank of the City of Chicago." According to the custom of the time, certificates of deposit were issued in the form of bank notes and passed into circulation. The following was issued, announcing the business:

PROSPECTUS.

PAINE BROS. & Co.

Rates of discount, according to time and circumstances—six per cent being highest.

We loan to no one to pay debts.

We loan to no one to aid in murder of anything which has life.

We loan to no man to aid in speculating in that which is necessary to life.

We loan nothing on real estate, believing that

real estate cannot be bought and sold, and that possession with use is the only title.

We loan nothing to aid in making or selling intoxicating liquors, or tobacco in any of its forms.

We loan nothing to gamblers or usurers who borrow to loan again.

We loan nothing except for aiding the natural exchange between the producer and consumer, whether of body, soul or spirit, and for time necessary to produce the exchange.

The document continues with a long disquisition on morals and business, mingling wise maxims with wild vagaries.

Over the bank was "Harmony Hall," the headquarters of a band of spiritualists, among whom Paine and his partner, Eddy, were bright and shining lights.

On the 1st of January, 1853, Paine issued the first number of the "*Christian Banker*," which was regularly issued for some time. It treated of banking, spiritualism and anti-monopoly, in incoherent paragraphs, intermingled with wit and sarcasm. It was bitterly personal and vituperative, not scrupling to comment upon the practices of rivals in business.

In course of time a run set in on the bank, and a female medium was installed behind the paying teller, who oracularly pronounced who should be paid and who refused, according to her intuition of the moral character of the applicant. These erratic proceedings were interrupted by a conservator appointed by the court at the instance of Paine's partner, who deposed the spiritual powers, and took possession of the temporalities. The liabilities of the bank, which were not large, were eventually paid. Paine retired to a country place which he owned at Lake Zurich, where he opened a school which he christened "Stable of Humanity." In 1868 he returned to Chicago, where he established the "Woman's Home," and where he died in 1871.

The war carried on between the legal and the illegal circulators of bank notes became so fierce that in December, 1852, the grand jury indicted for illegal banking, Henry T. Adams and Charles L. Chase, Seth Paine

and W. T. Muir, L. D. Brown and S. Bronson, Thos. McCalla, J. R. Valentine, Geo. Smith and E. W. Willard, but the prosecutions were not pushed and amounted to nothing beyond a demonstration of the fierce rivalry of the period. The State legislature, however, in 1853 passed an act which put an end to illegal banking.

Smith was much annoyed by his rivals, who were continually gathering up the notes of the Milwaukee bank and presenting them for redemption. J. Y. Scammon had been a leading participator in this practice. Smith met Scammon one day and casually inquired what amount of notes the Marine Bank had out. On being informed that \$175,000 had been issued, Smith remarked that he knew where \$125,000 of them were—that they were in his safe, and that he was going to present them for redemption some day. The prospect of such a raid upon his resources being unexpectedly made kept Scammon uneasy for about six months, when the gentlemen came to an understanding and signed an agreement to let each other's bank alone.

About this time George Smith established in the State of Georgia, the Atlanta bank, which he placed in charge of John R. Valentine, and the Bank of the State of Georgia, at Griffin, over which he installed Peter Geddes as manager. The laws of Georgia allowed the issue of notes to three times the capital employed. The notes issued were sent to Chicago and put in circulation by Smith. They were the cause of fresh annoyance on the part of the other bankers.

At length they determined to put an end to the operation. Gathering all the notes they could get, they employed Elihu B. Washburne, then an active lawyer, to go to Georgia and break the banks in legal form. Smith got wind of the movement and dispatched a messenger with funds sufficient to protect his banks. On presentation of his bundles Mr. Washburne was not treated with the courtesy that his eminent character entitled him to. He was paid off in coin,

much of it in small denominations, and largely made up of copper and silver, the bulk of which made Mr. Washburne's return neither pleasant nor safe. But the annoyance to Mr. Smith was such that he soon disposed of his Georgia banks.

In these times, when a handsome profit could be made out of bank note circulation if it could be prevented from being presented for redemption, a practice grew up, and became general, to locate banks, organized under a general law which provided only for the security of the circulation, in inaccessible places. It was under the practice of this pernicious custom that crossroads in the Western wilderness were ornamented with banks, whose notes, artistically engraved, and flaunting high sounding titles, sometimes closely resembling those of well-known Eastern banks, passed into general circulation. Such issues were very properly denominated in common parlance, "wild cat," and "stump tail."

The evil was palliated by the passage of a law compelling redemption at some central place, and was finally abated by the collapse of the banks, when Southern bonds were discredited.

The suppression of State bank circulation, and the establishment of the National banking system under Federal control, has given the country an uniform and stable and safe bank note circulation. Whatever monetary spasms have occurred, through panic, contraction or business depression, there has been no distrust or depreciation of the currency.

A thrilling adventure occurred during the great fire. On Monday morning when the progress of the conflagration threatened but had not yet reached his bank, Cashier E. I. Tinkham of the Second National made his way to the bank, unlocking the vault, took \$600,000 in coin and bank notes, which he placed in a trunk. Promising a daring drayman \$1,000 if he would transport the trunk safely to the Milwaukee depot, he gave it into his charge, following, for fear



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of exciting suspicion, at some little distance. He soon lost sight of his treasure, and overtaken by the leaping flames he was forced to betake himself to the lake front on the north side, narrowly escaping suffocation from the burning vapors and pungent

smoke. At last he reached a tug boat and was taken to the depot, where he found the faithful drayman awaiting his arrival. Having secured his precious burden, he boarded a train and next morning deposited the treasure in one of the Milwaukee banks.

CHAPTER XVII.

REAL ESTATE AND INSURANCE.

THE real estate interests of Chicago have a larger money value than any other. Their immense growth since the first sales in 1830 (September 27), when the highest price paid for any one lot was \$100 (see page 83, Vol. I), has been an index of the city's progress in every other direction. These sales were for cash in hand, and the entire amount realized was less than \$4,500 for 132 lots.

The growth of the town, like that of all others in the State, from 1830 to 1833 was far from being encouraging, but the prospect of constructing the Illinois and Michigan canal, the improvement of the harbor by the general government, and the cession by the aborigines of all their lands in Cook and adjoining counties to the United States in September, 1833, and throwing them open to purchase had the effect of producing an entire change upon the face of affairs. The enterprising first settlers were not slow in making known to their friends in the East the great advantages of Chicago for a place of settlement and business possibilities. The lands in the vicinity, which could be entered for a dollar and a quarter per acre, were the finest in the world, and the inducement of a ready market at their very door invited at once a teeming immigration. The demand for town lots, almost equaling that for land, induced the premature laying out into four-acre lots and sale of the school section in October, 1833, all but four of which were

sold on an average of \$25, which was considered at the time a high price. Either one of those retained, 1, 87, 88 and 142, are now worth many times what the entire quarter section sold for, and the last one 200 times as much. The lots were sold on a credit of one, two and three years, and ten per cent interest. And then, following the opening of the land office, the craze of speculation set in, and new additions to the town were laid out. The mania for dealing in lands and lots spread to the East, and as a consequence the town was soon full of those who were in haste to invest.

The land office was opened in a building owned by John Bates on the west side of Dearborn, near South Water street, May 28, 1835.

During that year nearly 370,000 acres had been disposed of, bringing in the following sums, namely:

Entered under pre-emption laws.....	\$ 33,167
Sold at public auction to June 30.	354,279
Sold by private entry.....	72,613

The land upon which Wolcott's addition was laid out was purchased in 1830 for \$130. Walter L. Newberry, in 1833, bought of Thomas Hartzell the forty acres which formed his addition to the city for \$1,062; the Russel and Mather addition, 80 acres, was purchased in 1835 for \$5,000.

The first deed on record in Cook county was made from the governor (John Reynolds) to Robert Kinzie, assignee of B. B. Kerche-



Geo. N. Laffin

val, conveying lots 5 and 6 in block 29, lying between Lake and Randolph streets on the west side, for a consideration of \$109. It was filed for record with R. J. Hamilton, recorder, December 2, 1831. The first will on record disposing of real estate in Cook county was filed before Probate Judge R. J. Hamilton, April 27, 1831.*

The principal real estate dealers in these early days were John S. Wright, Gurdon S. Hubbard, Kinzie & Hunter, Dr. Wm. B. Egan and Augustus Garrett, afterwards mayor. The latter conducted auction sales of real and personal property, and his office was the headquarters for speculators and all sorts of dealers, his sales, according to Andreas' history of Chicago, amounting to \$1,800,000 during ten months of the year

1835. The Fergus directory of 1839, among others, mentions the following real estate dealers, at that time, namely, James B. Campbell, Stephen M. Edgell, Larned B. Harkness, Gholson Kercheval, Leonard C. Hugunin, James Kinzie, James A. Marshall, Walter L. Newberry, Wm. B. Ogden, Hiram Pearsons, P. F. W. Peck, George Wheeler and Lot Whitcomb. In the directory of 1844 (Norris), the following names appear: Ogden & Jones (Wm. E.), J. B. F. Russell and George Smith & Co., bankers.

The following tables, giving comparative values of the lots therein described in 1830-2, in 1853, and at the present date, have been prepared, with the location of the lots on streets added, from the "History of Chicago," by William Bross (p. 38). The estimate of present values is furnished by leading dealers in real estate.

* Bross' history of Chicago p. 38.

FIRST PURCHASER.	DESCRIPTION.					PRICE.	BROSS' VALUATION 1853	PRESENT VALUATION 1893
	LOTS.	BLK.	FRONT.	FT.	STREET.			
B. B. Kercheval, assignee..	5 and 6	29	E. & W.	75.8	{ W. Water and Canal bet. Lake and Randolph	\$100	\$ 21,300	\$ 107,000
Mark Beaubien.....	3 and 4	31	N. & W.	160	N.-E. cor. Lake and Market.	102	108,000	400,000
Thomas Hartzell.....	1	21	Triangle	75.8	S.-W. cor. S. Water and Franklin.	115	62,700	125,000
" ".....	8	29	E.	75.8	W. Water bet. Lake and Randolph.	35	10,000	75,000
" ".....	7	29	W.	75.8	Canal bet. Lake and Randolph.	100	13,000	33,750
Edmond Roberts and {	4	29	E.	75.8	W. Water bet. Lake and Randolph.	45	45,000	200,000
Peter Menard, Jr.	2	18	N.	80	S. Water bet. Clark and LaSalle.	21	17,000	135,000
Edmund Roberts.....	5 and 6	28	E. & W.	151	Canal & Clinton bet. Lake & Randolph			
William Jewett.....	5, 6, 7 & 8	12	E. & W.	302.8	Clinton & Jefferson bet. Fulton & Carroll			
James Kinzie.....	2, 3, 6, 7 & 8	21	Triangle	160	Lake, Franklin and South Water.	418	131,000	1,000,000
" ".....	8 and 9	41	S.	160	Washington N.-E. cor. Franklin and N.-W. cor. Wells			
J. B. Beaubien.....	7	16	S.	80	Lake bet. State and Dearborn.			
" ".....	1, 2	17	N.	260	S. Water S. W. cor. Dearborn.	346	450,000	2,400,000
" ".....	8	17	S.	160	Lake N.-W. cor. Dearborn.			
" ".....	7	18	N.	8	S. Water S.-W. cor. Clark.			
" ".....	6	35	S.	80	Randolph bet. Clark and Dearborn.			
John Kinzie.....	3 and 4	36	N.	160	Lake, S.-E. cor. Dearborn.			
" ".....	8	20	S.	100	Lake, N.-W. cor. Wells.			
" ".....	5 and 6	32	S.	100	Randolph, N.-E. cor. Franklin.	119	163,000	880,000
" ".....	2	2	S.	80	N. Water bet. Dearborn and Clark.			
" ".....	2	5	N.	80	N. Water bet. Wells and Franklin.			
" ".....	7 and 8	5	N.	160	Kinzie bet. State and Dearborn.			
Alexander Wolcott.....	All W.	1	N. & S.	640	Kinzie and N. Water bet. State and Dearborn.	685	128,000	450,000
Thos. Ryan.....	2	10	W.	75.8	Desplaines between Canal and Kinzie	42	30,000	45,000
Stephen Mack.....	7 and 8	43	Fractional	...	Market, between Randolph and Washington	53	57,000	378,000
Thos. J. V. Owen.....	5	9	E.	80	N.-W. cor. N. Clinton and Carroll av.	39	40,000	R. R.
Oliver Newberry.....	4	16	N.	80	S.-E. cor. S. Water and Dearborn.	78	39,000	960,000
" ".....	4	17	N.	80	S.-E. cor. S. Water and Clark.			
Jesse B. Browne.....	3	20	N.	80	E. Franklin on S. Water.	100	46,000	960,000
James Kinzie.....	8	11	Fr't depot.	...	C. M. & St. P. R. R.	12.50	28,000	R. R.
P. F. W. Peck.....	4	18	N.	80	S.-E. cor. S. Water and LaSalle.	34	18,000	120,000
T. J. V. Owen and R. J. Hamilton.....	5	10	...	...	Railroad tracks.	78	42,500	R. R.
John Noble.....	8	11	...	...	Chicago Opera House Building.	170	83,300	400,000
" ".....	1	56	N.	80	Lake st., 80 feet E. of LaSalle.	80	101,000	320,000
" ".....	6	18	S.	80	N.-E. cor. Randolph and Market.	61	35,000	120,000
Hugh Walker.....	5	31	S.	80	Washington, 80 feet W. of Clark.	70	18,000	320,000
O. Goss.....	2	56	N.	80	S.-E. cor. Randolph and Clark.	53	50,000	400,000
Calvin Rawley.....	4	38	N.	...	...	

William Jones, father of Fernando, was the first non-resident to purchase vacant lots in Chicago from the original purchaser, namely, lots 2 and 7 in block 17, one fronting on Water, the other on Lake street, for \$100 each. This was in 1833.

Benjamin Jones, his brother, was the original purchaser at the sale of the school section of the block whereon stands the U. S. Government building, for \$505. Orsemus Morrison was the purchaser at the same sale of the lot on the southeast corner of Clark and Madison streets (Willoughby & Hill's) for \$175. It has never been transferred, still belongs to his estate, and is worth, say, half a million of dollars.

To meet the extraordinary demand the canal commissioners were induced to order the sale of the lots in the original town plat remaining unsold June 20, 1836, and to order the laying out of a new addition on fractional section fifteen and the selling of those lots at the same time. The terms were more favorable than at the first sale, only one-fourth of the purchase money being required to be paid down, and a credit of one, two and three years being given on deferred payments, with six per cent. interest in advance.

The following is a copy of one of the notices of the sale required to be given by the commissioners, obtained from the office of the Real Estate Board.

A LIST OF LOTS IN THE TOWN OF CHICAGO TO BE OFFERED FOR SALE ON THE 20TH JUNE, 1836, WITH THE VALUATION OF EACH LOT ANNEXED.

THE NUMBER OF EACH LOT IN BLOCKS 2 TO 58, INCLUSIVE.

		1	2	3	4	5	6	7	8	9	10
No.	THE NUMBER OF EACH BLOCK.			8,000	10,000						
		10,000							6,000		
		8,000	6,000	6,000	7,000		3,000	4,000	5,000		
		7,000	5,000	6,000	9,000	8,000	5,000	4,500	5,500		
		4,000	2,000						9,000		
		2,000	1,500	1,500	2,000	2,500	2,000	4,000	4,500		
		1,500	1,000	1,000	1,500	2,000	1,500	2,000	3,000		
		1,500	1,250	1,000	1,250	1,250	1,000	1,000	1,250	2,000	2,000
		2,000	1,750	1,250	1,550	1,550	1,250	1,250	1,500	2,500	2,500
		5,000	3,000	1,500	4,000			1,500		6,000	3,000
			12,000	12,000		12,000			10,000		
				12,000		12,000					
				12,000							
					14,000		10,000				
					15,000		10,000				
								12,000			
								4,000	5,000		
		2,500	2,000	1,500	2,000	2,000	1,500	2,500	3,000		
		1,750	1,500	1,000	1,250	1,250	1,000	1,750	2,000		
		1,750	1,500	1,000	1,100	1,100	1,000	1,000	1,100	1,500	1,250
		2,500	2,250	1,250	1,750	1,500	1,250	1,250	1,500	1,750	1,500
		4,500	3,500					1,500	2,000		
				4,000							
		10,000	9,000					5,000	6,000		
		11,000	9,000					5,000	6,000		
		11,000	9,000	9,000	11,000		5,000	5,500	7,000		
		11,000	9,000	9,000			6,000	6,000	7,000		
		11,000	9,000					6,000	7,000		
		11,000	9,000					5,000	6,000		
		4,500	4,500	4,500	5,000	3,500	3,000	3,000	3,000		
		5,000	4,500	4,500			3,000	3,000	3,500		
		6,000	5,000	4,500	5,000	3,500	3,000	3,000			
		5,000	4,500	4,500	5,000	3,500	3,000	3,000	3,500		
		5,000	4,500	4,500	5,000	3,500	3,000	3,000	3,500		
				6,000			2,000				
		2,500	2,000	1,500	2,000	1,750	1,500	1,500	1,750	2,000	1,750
		1,750	1,500	1,250	1,400	1,500	1,250	1,250	1,400	1,500	1,400
		1,750	1,500	1,000	1,250	1,250	1,000	1,000	1,250	1,400	1,150
		1,400	1,200	1,000	1,200	1,200	1,000	1,000	1,200	1,400	1,200
		1,500	1,400	1,200	1,400	1,400	1,200	1,200	1,400	1,500	1,400
		2,000	1,750	1,400	1,750	1,750	1,400	1,400	1,750	2,000	1,500
		5,000	2,500	2,000	3,000	25,000	1,750	1,750	2,000	2,000	2,000
		4,000	5,000				1,500	3,000	3,000		
		3,250	2,750	2,750	3,500	2,500	2,000	2,000	2,250		
		3,250	2,750	2,750	3,250	2,250	2,000	2,000	2,250		
		3,250	2,750	2,750	3,250	2,250	2,000	2,000	2,250		
				2,750	3,250	2,250	2,000	2,000	2,250		
		3,250	2,750	2,750	3,250	2,250	2,000	2,000	2,250		
		3,000	2,750	2,750	3,250	2,250	2,000	2,000	2,000		

A LIST OF LOTS IN SECTION FIFTEEN TO BE OFFERED FOR SALE ON THE 20TH JUNE,
WITH THE VALUATION OF EACH LOT ANNEXED.

THE NUMBER OF EACH LOT IN BLOCKS No. 1 TO 23, INCLUSIVE.

No.	THE NUMBER OF EACH BLOCK.													
	1	2	3	4	5	6	7	8	9	10	11	12	13	14
1	3,000	1,000	1,500	2,900	2,900	1,500	1,500	2,000	2,900	1,500				
2	1,600	1,900	1,800	1,500	1,500	1,800	1,800	1,500	1,500	1,800				
3	1,500	1,800	1,700	1,400	1,400	1,700	1,700	1,400	1,400	1,700				
4	2,900	1,500	1,400	2,800	2,800	1,400	1,400	2,800	2,800	1,400				
5	2,800	1,400	1,350	2,700	2,700	1,350	1,350	2,700	2,700	1,350				
6	1,400	1,700	1,600	1,350	1,350	1,600	1,600	1,350	1,350	1,600				
7	1,350	1,600	1,500	1,300	1,300	1,500	1,500	1,300	1,300	1,500				
8	2,700	1,350	1,300	2,600	2,550	1,300	1,300	2,550	2,550	1,300				
9	2,550	1,300	1,250	2,450	2,400	1,200	1,200	2,400	2,400	1,200				
10	1,200	1,500	1,400	1,250	1,200	1,400	1,400	1,200	1,250	1,400				
11	1,200	1,400	1,300	1,150	1,100	1,200	1,500	1,100	1,100	1,300				
12	2,000	1,250	1,150	2,300	2,250	1,100	1,100	2,250	2,250	1,100				
13	2,200	1,100	1,050	1,150	2,100	1,050	1,050	2,100	2,100	1,050				
14	1,000	1,500	1,200	1,250	1,050	1,050	1,250	1,050	1,050	1,200				
15	1,000	1,200	1,150	1,000	1,000	1,100	1,100	1,000	1,000	1,100				
16	2,100	1,050	1,000	2,000	2,000	1,000	1,000	2,000	2,000	1,000				
17	1,900	1,000	950	1,800	1,800	950	950	1,800	1,800	950				
18	1,000	1,100	1,050	950	950	1,050	1,050	950	950	1,050				
19	900	1,050	1,000	900	900	1,000	1,000	900	900	1,000				
20	1,700	9,000	900	1,600	1,600	900	900	1,600	1,600	900				
21	1,500	850	800	1,400	1,400	800	800	1,400	1,400	800	800	1,300	1,400	900
22	850	950	900	800	800	900	900	800	800	900	900	800	800	1,000
23	1,400	700	500	400	300	400								

We, the undersigned commissioners of the Illinois and Michigan canal, do certify that the within and foregoing is a true list of the town lots in Chicago, including the original town and section fifteen, which are to be offered at the sale commencing on the 20th day of June, instant; that the same have been valued agreeably to the provisions of the statute, and that the sum set opposite each lot, respectively, is such valuation.

Given under our hands and seals at Chicago, this 14th day of June, A. D. 1836.

WM. F. THORNTON, [L. S.]
W. B. ARCHER, [L. S.]
G. S. HUBBARD, [L. S.]

Printed at the American office, Chicago.

The sale was continued from June 20 to 30. Blocks from 1 to 7 inclusive were on the north side between South Water and Kinzie streets, and block 14, also on the north side, on North Water street. Blocks 8 to 13, 23 to 29, and 44 to 51, inclusive, were on the west side, and the remaining lots, viz.: 16 to 21 (between South Water and Lake), 31 to 36 (between Lake and Randolph), 37 to 43 (between Randolph and Washington), and 52 to 58 (between Washington and Madison), all inclusive, were on the south side. It will be observed that the highest valuations were for lots fronting on South Water, Lake, and the south side of Randolph streets, and that the lots on Kinzie street were valued at a higher price than those between Randolph and Washington, or those between Washington and Madison, on either side of the river.

The prices obtained showed that the time for these sales had been wisely selected. The boom of speculation was at its height, and the aggregate sum received amounted to \$1,359,465, the lots bringing in cash, with

interest added, \$401,042, as heretofore stated (See page 99, Vol. 1.)

As will be seen, the price of lots had jumped with a sudden and extraordinary impetus from \$50 or \$100 in 1830-2 to \$5,000, \$8,000, and even as high as \$20,000—a figure that was not again reached for unimproved property for fifteen years.

Lot 3, block 2, valued at \$8,000, sold for \$9,000; lot 4, in the same block, just reached the valuation, \$9,000. Lot 3, in block 16, brought \$14,300; and lot 5, in that block, was knocked down for \$21,400—in each case exceeding the valuation of the commissioners, as did the purchase price in nearly every instance.

Those who brought money with them to put in real estate found no difficulty in disposing of it, and while, by frequent and sharp trading, they had made what then seemed to be large fortunes, when the crash came in 1837 they found themselves with plenty of lots, a large line of indebtedness, and without a market or money. They struggled along, trying to unload, but what

cost them, say \$100,000 had to be disposed of for \$6,000, and what cost \$12,000 for \$900, as in the case of John S. Wright; and the same hard fortune fell to the lot of all these rash speculators, ending at last, sooner or later, in bankruptcy and ruin.

Very few of those who bid off lots at this sale were ever able or willing to comply with its terms after the cash payments. The property was forfeited to the State, and sold again by the commissioners, in many instances two or three times, in 1841 and 1844, at less than a fifth, and in some cases less than a tenth of the original purchase price.

The demand for town lots was very limited for years after the great financial flare-up of 1837, and prices ruled exceedingly low. It was not indeed until the completion of the canal, in 1848, that the future of Chicago was so far assured as to place the real estate market of the city on a permanently rising basis.

To give a detailed account of the ups and downs of the real estate market in Chicago would greatly exceed the limits of this chapter. There have been years of great activity with high prices, and times of dullness and a feeble, struggling market. Of course there has been a steady advance in prices, although not evenly sustained. During the surprising growth of the city from 1852 to 1856, when the population increased from 38,733 to 84,113, over one hundred and fifteen per cent, prices for real property had a continual upward tendency, and vast quantities changed hands. Then came the financial disturbance of 1857, with attendant stringency in money and disaster to trade. As in 1837 many of those who had purchased lots at bouyant prices were unable to complete their deals, and the property fell back to former owners. From this period until after the disquieting events and influences of the civil war, property changed hands only as demanded by the exigencies of commerce and trade. The close of the war brought stability and firmness to all business relations in all of their varied ramifications, and this

state of things continued with very little variation until the great fire of 1871.

In 1865, lots on La Salle street south of the Chamber of Commerce building were considered too high at \$300 per front foot. In 1868 the lot at the southwest corner of State and Washington streets was sold to the First National Bank for \$25 per square foot, the highest price paid in the city up to that time.

In 1869 lots on Cottage Grove avenue between Forty-third and Forty-fourth streets sold for from forty dollars to sixty dollars per foot; and between Fifty-first and Fifty-second streets from sixty to seventy-one dollars per foot; on Thirty-first street between South Park and Calumet avenues, from \$115 to \$166; on South Park avenue between Thirty-first and Thirty-second streets, \$93 to \$98; on Calumet avenue between the same streets from sixty to sixty-five dollars per front foot.

At the same time lots on Woodlawn and Madison avenues, near Sixty-second street, Hyde Park, sold at from fifteen to twenty-seven dollars per foot; and in Hyde Park near Forty-seventh street, at from fifty-seven to seventy dollars per foot.

The effect of the great fire of 1871 upon the real estate market was to throw that portion of the city swept by the flames "wide open" to investors and speculators, and contrary to expectations at the time a veritable "boom" in the sale of lots made vacant set in. Money came in from the East and South, and the amount of sales for the year following October 9th exceeded \$75,000,000. The sales reported for 1872 and 1873 were, each year, over \$78,000,000, and for 1874 over \$67,000,000, and these figures were not surpassed, varying as they did from \$38,000,000, in 1877, the lowest point reached, until 1889.

The following extracts from an article by S. H. Kerfoot, published in the Real Estate Review for January, 1879, give some interesting instances of the rise in Chicago property at different periods, and of its value as a permanent investment.



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Where the Uhlich block now stands, on the southwest corner of Kinzie and Clark streets, the property on June 20, 1836, sold for \$8,290; on October 3, 1843, having been forfeited to the canal, it was again sold for \$6,635; and having again been forfeited, was resold, October 11, 1845, for \$1,400.

This lot, at first appropriately improved with very humble and plain buildings, and afterwards with more elegant structures, and now with one approaching magnificence in its dimensions and style, has been paying fairly, if not handsomely, almost all the time, and now to-day is worth, I think, beyond cavil, exclusive of the buildings, the round sum of one hundred thousand dollars. * * *

This lot will suffice to show the craziness of the people of 1836, when there was scarcely any Chicago here, and the great decline which took place in the values of property.

I have often had my friends, some of whom are still living here, tell me of their having shot ducks where the Tremont House and Sherman House now stand.

Now, let us follow by only two figures the value of those properties, the one fronting eighty feet on Lake and one hundred and eighty feet on Dearborn street, and the other fronting one hundred and eighty feet on Clark and eighty feet on Randolph.

The Tremont House lot was originally patented in the year 1831, with eight other lots in the neighborhood, the consideration for the whole nine lots being three hundred and forty-six dollars. The original purchaser was John B. Beaubien, one of the family of renowned memory here in Chicago, and a conspicuous member of which, it will be recollected, was accustomed to boast that he "could keep tavern like" that place, the name of which, once tabooed in polite circles, is now only recognized as that of the locality, the existence of which Mr. Beecher has, satisfactorily to himself, proved a myth.

The one lot has since been considered worth certainly two hundred and fifty thousand dollars, and is now, beyond question, worth from one hundred and fifty to two hundred thousand dollars.

But Chicago has since grown from nothing to a population of five hundred thousand, and from a trade of naught to an aggregate of millions on millions of dollars.

The Sherman House lot, directly opposite the elegant structure now in process of erection for the purpose of the county courthouse and the city hall, fronts, as our readers know, one hundred and eighty feet

on Clark street, and eighty feet on Randolph street.

This was purchased ten years after the Tremont House lot by Silas W. Sherman, for six thousand three hundred and fifty-three dollars. I suppose that no one will gainsay that this lot, exclusive of the splendid hotel now on it, is worth two hundred and twenty-five thousand dollars.

Now, here again, this property, like all other central property, has been improved all the while, at first with what were then very fine buildings, and as time demanded more elegant ones they came, and that on it now bears testimony alike to the wisdom of the Sherman family and to the growth of Chicago. * * *

To show how estimates of value varied in 1841, the lot on the southwest corner of Washington and La Salle streets was in that year purchased by P. F. W. Peck for two thousand one hundred and sixty-six dollars.

It was the same size as that of the Sherman House lot, fronting one hundred and eighty feet on La Salle street, and eighty on Washington street. It will be recognized as the property on the north end of which the Union National Bank now stands.

The value of this property is too well known for me to venture my opinion, but I am very sure it would not take half an hour in which to find plenty of cash customers to buy it at the original cost, interest, taxes, etc., asking no deduction from the revenue had from it.

On July 17, 1841, Henry Loomis bought the lot on the southeast corner of Dearborn and Washington streets, on the north end of which now stands the Portland Block, in which the Merchants' Savings, Loan and Trust Company has its banking office. The price of this was two thousand one hundred and sixty-six dollars. * * *

It may now be interesting to some of those who take the trouble to read this article to learn of a few of the purchases which go toward making the foundation of the fortunes of one or two of our present solidly wealthy men.

Our worthy fellow-citizen, E. H. Had-duck, for instance, purchased, in 1833, the whole lot on the southwest corner of Madison street and Fifth avenue, eighty by one hundred and ninety feet, for one hundred and three dollars.

The same gentleman at the same time purchased the whole lot on the northwest cor-

ner of Franklin and Monroe streets for one hundred and five dollars.

He also bought the whole of block 134, school-section, in the city, having a frontage of four hundred and fifty feet on State street, and by the double front on Third avenue nine hundred feet on that street. This property, the value of which can scarcely be estimated, was purchased for one hundred and ninety three dollars.

Another one of our substantial men—Mr. Orsemus Morrison—purchased at the original school sale, in 1833, block 7, school-section addition, for sixty-one dollars. This fronts four hundred feet on Halsted street, and four hundred and sixteen feet on Harrison street.

This large property, now subdivided into lots, has a value which, compared with the original cost to the owner, is simply fabulous and beyond estimate.

Benjamin Jones, who, from his great wealth and the size and value of the estate which he left, was dignified with the sobriquet of "Golden Jones," purchased, in 1833, at the original sale of the lots and blocks in the school-section addition to Chicago, the whole block on which the new palatial structure is now in course of erection by the United States for custom house, postoffice, United States courts, etc., for the insignificant sum of five hundred and five dollars.

This block was sold to the government immediately after the great fire of October, 1871, with nothing on it but the ruins of the Bigelow Hotel, for twelve hundred and fifty thousand dollars. * * *

In illustration of the actual substantial rise in value of, and consequent profits on, the real estate purchased at the canal sales of 1848, being the first sales made by the trustees of the Illinois & Michigan Canal under the reorganization of the canal administration—the experience of Messrs. Macalester, Gilpin & Clarke, of Philadelphia, will be perhaps a fair sample.

These gentlemen, contributing in certain proportions to a common fund, made a purchase in that year to the amount of about thirty-eight thousand dollars—the land lying mainly immediately south of Harrison and west of Halsted streets. As their agent I began to make sales for them in 1853, and in the ensuing twenty years we had sold for them to the aggregate of upward of one million dollars, leaving at that time a handsome residue unsold.

We will now give one or two examples of

purchases at a later date. In 1854 four hundred feet on Indiana avenue, and the same frontage on Michigan avenue, were bought from the canal trustees for a trifle less than eight hundred dollars—a fraction less than one dollar per foot. In 1877, at public auction, by order of court, in depressed times, fifty feet of the same property, being part of the Indiana avenue front of it, and having its rear against the rear of Plymouth church, sold, under the supervision of my office, for one hundred and twenty-five dollars per foot, and has changed hands since at one hundred and fifty dollars. During the times of inflation it had been considered worth two hundred, and even as high as two hundred and twenty-five dollars per foot front. * * *

The present approximate value of the following pieces of property mentioned in the foregoing article is estimated by Mr. Kerfoot, in round numbers, as follows:

DESCRIPTION.	FEET.	1879	1893
S. W. corner Kinzie and Clarkstreets	80x160	\$10,000	\$160,000
S. E. corner Lake and Dearborn	180x180	200,000	320,000
N. W. corner Clark and Randolph	160x180	225,000	940,000
S. W. corner La Salle and Washington	80x180	320,000	500,000
S. E. corner Dearborn and Washington	120x183	420,000	1,000,000

The following table shows the prices per foot for which lots in the central portion of the city sold soon after the fire, and a conservative estimate of their value in 1893:

NO. OF FEET AND FRONTAGE.	DESCRIPTION OF LOT.	PRICE PER FRONT FOOT, 1871.	ESTIMATED PRICE PER FOOT IN 1893.
24 W.	Clark St., S. of Monroe	\$810	\$4,000
25 E.	Clark St., S. of Van Buren	560	3,000
20 N.	Lake St., E. of Fifth avenue	600	1,400
22 N.	Madison St., E. of Market	416	2,000
30 N.	Madison St., W. of La Salle	1,060	3,500
50 S.	Madison St., W. of Fifth avenue	1,060	3,000
45 S.	Monroe St., E. of Market	510	2,000
23 S.	Monroe St., E. of Market	560	2,000
23 S.	Monroe St., E. of Market	495	2,000
23 N.	Monroe St., E. of Fifth avenue	660	3,000
20 N.	Randolph, W. of Franklin	740	1,350
60 S.	Randolph, E. of La Salle	2,110	3,500
75 N.	Randolph, E. of State	720	3,000
20 W.	Wabash Av., S. of Madison	1,505	2,500
24 E.	Wabash Av., S. of Congress	685	2,000
26 W.	Wabash Av., S. of Congress	771	2,000
27 W.	Wabash Ave., N. of Jackson	1,005	3,000

From a "History of Chicago 1833 to 1892", by Charles Cleaver, who became a resident of the city in 1833, and whose demise only occurred the present year (1893), the following interesting information relating to the growth of Chicago and the prices of real estate is compiled.

In 1837 I put up a building 30x40, two story and basement, on the corner of Washington and Jefferson streets. It was the largest building on the west side, and stood alone for years. There was but one shanty between it and Lake street bridge. From 1838 to 1843 people began gradually to build a house here and there on the streets adjoining. I changed my location in 1843, and built on Canal just south of Madison street a brick house, surrounding it with a garden, supposing it to be a good location for a residence, being on the bank of the river, which was then a clear running stream. Others also built there, George Davis and Charles Taylor, whose widows are still living on the west side. Business soon drew near us, however, and in 1851 I moved to the corner of Thirteenth street and Michigan avenue. But business again followed, and six months after we settled there the Illinois and Michigan Central railroads put up a temporary depot directly opposite us, so we determined once more to pull up stakes, and selected a place on the lake shore two miles south of the city in a grove between Thirty-ninth and and Fortieth streets.

In 1838, the city had got as far south as Madison street. This was the very outskirts of the city, and seemed a long way from the centre of business—then Clark and South Water streets. But it kept creeping southward until, by 1850, it had reached Twelfth street. In 1849, I was offered the ten acres running from Twelfth to Fourteenth street, west of State, for \$1,200. Mathew Laffin tells me he purchased it for \$1,000. It is part of the property that has been lately sold to the Illinois Central railroad for a depot at \$200 to \$300 per foot.

In 1851 the Marine Bank offered twenty acres of land, running from State street to the lake, for \$5.00 an acre. A year or two later a proposition to purchase the block between Wabash and Michigan avenues, just south of Fifteenth street for \$25 a foot, was rejected, as the proposed location was too far out of town. At this time there was only a single buggy track running in a direct line across the prairie from the corner of State

and Twelfth streets to the oak woods south of Thirty-first street, and in driving to that point only two houses were passed—Clarke's, on Michigan avenue and Sixteenth street, and Myrick's tavern at Twenty-ninth (Thirtieth) street.

The extraordinary increase in the values of what is called "acre property" in the immediate vicinity of the city may be seen from the following instances (S. A. Andreas' History of Chicago, Vol. II, 448.):

In 1869 Asahel Pierce bought eighty acres near Humboldt Park for \$20,000, and in 1873 was offered \$160,000 for it, which he declined; and subdividing the tract he realized \$500,000 on his investment.

In 1869 seventy-five acres in the east half of the N. W. quarter of Section 2, Town 39, Range 14, was bought for \$208 per acre; in 1872 it sold, in lots, for \$110,500, and in 1885 was worth \$170,000.

Twenty acres on Central boulevard, which sold in 1872 for \$50,000, and in 1873 for \$58,000, is now (1893) worth \$150,000.

From 1885 to 1889 the yearly amount of sales, as evidenced by recorded transfers, gradually increased up to about \$100,000,000. The figures for the past four years, as found in the Economist for January 1, 1893, are as follows:

YEAR.	CITY.	OUTSIDE.	AGGREGATE.
1889	\$108,107,711	\$25,267,233	\$133,374,949
1890	183,873,461	43,606,498	227,480,959
1891	145,251,467	36,270,802	181,522,269
1892	151,403,913	26,488,451	180,892,364

As will be seen, neither the sales of 1891 nor 1892 came near reaching the phenomenal figures of 1890—the greatest in the city's history, and which were attained by reason of the stimulus given to sales by the fact that the holding of the World's Columbian Exposition in Chicago in 1892-3 had been fully determined upon. The trade in vacant property, which begun in 1889, especially grew to wonderful proportions in 1890, involving, in some localities, speculative transactions, bringing to mind the mania of 1836.

Some of the largest transfers for 1890-1-2 in the business centers may be instructively referred to as follows:

(1890.) The "Fair" property, being the south half of the block bounded by Dearborn and State, Monroe and Adams, 66,500 square feet, was leased for ninety-nine years at an aggregate rental of \$154,000 per annum, which capitalizes the property at \$3,080,000, the value per square foot being \$4,633.

The F. M. Atwood corner, Clark and Madison streets, 20x100 feet, was transferred on a ninety-nine year lease for a yearly rental of \$16,200, the contract fixing a value of about \$10,000 per front foot.

(1891.) The Major block, at the southeast corner of Madison and LaSalle streets, 65.74 feet on the former, and 135.20 on the latter, with five stories and basement building, erected in 1872, was sold for \$625,000, equal to \$70 per square foot and \$9,500 per front foot on Madison street.

The lot, 60x182 feet, on the south side of Washington, eighty feet east of Clark, the Title and Trust Company building, sold for \$525,000, or \$8,700 per front foot, \$48 per square foot, the highest figure ever before placed on an inside piece on an east and west street.

The south-west corner of Dearborn and Madison streets, 92½ feet on the former by 50 feet on the latter, passed under a ninety-nine years' lease, on a basis of valuation of \$600,000, which is \$12,000 a front foot on Madison and \$6,486 on Dearborn.

(1892.) The Phoenix building and fee of lot, 216½ feet on the south side of Jackson street and 50½ feet on Clark street, was sold for \$1,500,000.

The property twenty feet on Randolph by ninety on Dearborn street was sold for \$190,000, which sets a value of \$9,500 per front foot, or \$105 per square foot.

The property, 40x80 feet, just east of the Reaper block on the northeast corner of Clark and Washington streets, was sold for \$220,000, or \$5,500 per front foot.

The lot, 42x100 feet, on the southwest corner of State and Quincy streets, sold for \$365,000, which is \$8,700 per front foot on State street, and \$87 per square foot.*

*These sales are taken from the Economist.

The question has been frequently asked: What is the most valuable piece of property in the city? And the answer among real estate dealers would doubtless be: It is on the corners of Washington, Madison and Adams on State street, with Monroe and State not far behind. Some light has been recently thrown upon this inquiry by a transaction which has gone upon record in the transfer of sub-lots 13 and 14, of lots 1, 2, 7 and 8, block 37, original town of Chicago, otherwise known as the northwest corner of State and Washington streets, with a frontage of 91.5 feet on State street and 90.1 on Washington. It was purchased by General Hart L. Stewart in 1844 for \$2,000 in canal scrip, then worth about twenty-five cents on the dollar, and still belonged to his estate at the time of the transfer, in November, 1893. The property was then under lease which will expire in 1896, at a yearly rental of \$47,350. The new lessee is H. H. Kohlsaat, who takes the property for ninety-nine years at a yearly rental from May 1, 1896, to May 1, 1901, of \$57,500; for the next five years, \$65,000, and for the remaining eighty-nine years, \$75,000. Making an allowance of \$100,000 for the building occupied by C. D. Peacock and others, this would establish an estimated land value of \$1,050,000 for the property for the period between 1896 and 1901; of \$1,200,000 for the next five years, and of \$1,400,000 for the balance of the term, which is equal to \$127, \$145, \$169 respectively per square foot, and of \$11,538, \$13,186, and \$15,385 respectively per front foot. These are the highest figures yet reached in this city, except in the cases of what are termed the "key corners," such as the northwest corner of Madison and Dearborn streets, which sold four years ago for \$187.50 per square foot and since then for \$250.

The northwest corner of State and Madison streets was recently leased at a valuation of \$101 a square foot. The fee of the corner on State street just south of the Stewart corner was sold in July, 1893, for \$100; and the southwest corner of State and Quincy



Norman J. Gassette

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streets was sold this year for \$87 a square foot.

Other values recently established by sales may be mentioned as follows: \$93 a square foot for the corner of La Salle and Monroe streets (New York Life building); \$111 for the southwest corner of Clark and Monroe streets; \$144 for the Equitable building corner, at Washington and Dearborn; and \$105 for the Quinlan corner, Dearborn and Randolph streets; and No. 248 Wabash avenue, 22x90 feet, with four story and basement, steam-heated building, for \$78,000, or \$3,545 per front foot.

The following table of buildings erected from 1883 to 1892, inclusive, shows to what extent the real estate market has been affected in this respect during that period. It will be especially noted how the boom in building was stimulated by the world's fair period, 1890-91-92:

BUILDINGS ERECTED FOR TEN YEARS.

YEAR.	NUMBER.	AGGREGATE FRONTAGE IN FEET	FRONTAGE IN MILES.	ESTIMATED VALUE.
1883	4,086	85,588	16.2	\$ 17,500,000
1884	4,169	98,782	18.6	20,689,690
1885	4,638	108,850	30.6	19,624,100
1886	4,664	112,302	21.2	21,324,400
1887	4,833	115,506	21.8	19,778,100
1888	4,958	116,419	22.0	20,360,800
1889	7,590	181,126	34.3	31,516,000
1890	11,608	266,284	50.4	47,322,100
1891	11,805	282,672	51.4	54,001,800
1892	13,194	327,573	62.0	64,740,800
Total	71,545	1,095,102	319.5	\$316,857,700

The records for twelve years show the average cost of buildings for which permits were issued to be as follows:

YEAR.	AVERAGE COST.	YEAR.	AVERAGE COST.
1882	\$5,231	1888	\$4,106
1883	5,424	1889	5,083
1884	5,103	1890	4,076
1885	4,231	1891	4,574
1886	4,582	1892	4,838
1887	4,092	1893	3,450

The average cost is brought up in these years by the building activity in the down town district and by the building of flats. A few tenement rows represent what in tenancy and cost might have been dozens of small houses. The low prices of building material and labor are inducing many people who have held vacant lots for future homes to build at once.

The cost, not only, but also the number of buildings erected in 1893 fell off very largely, in fact more than one-half—the entire expenditure not reaching much over \$30,000,000.

By way of comparison, the following figures relating to the growth of Boston are given. While there is a gratifying increase, it will be noticed how far short it is of that in Chicago.

Boston has built 17,920 new buildings in the last decade, at a cost of \$116,608,459. These buildings average a thirty foot frontage, and if placed side by side, with no space between them, they would form a solid row of buildings over ninety-two miles in length. From these figures a fair idea of the rapid growth of that city may be formed. Steadily from year to year the number has increased, as has also the cost of each. The following figures show the outlay for building improvements during ten years:

YEAR.	WOOD, COST.	BRICK, COST.
1883	\$1,679,806	\$5,834,577
1884	3,078,145	5,400,775
1885	4,552,538	6,218,500
1886	3,992,792	8,813,100
1887	4,153,181	6,108,825
1888	4,470,510	5,276,350
1889	4,919,342	9,678,750
1890	5,582,014	6,799,050
1891	5,419,307	10,568,800
1892	6,882,541	7,758,250
Total	\$44,718,176	\$71,885,282

Regarding the price paid for the Stewart estate property, the sale of which to Mr. Kohlsaat is described above, and the comparative value of real property in this city and New York, the Tribune of this city remarks:

It is safe to say that the increase of values of which the recent lease is an index has never been equaled in any other city. The conditions involved in this case are what give it special prominence. The lot was originally purchased as residence property. It has been occupied continuously since its purchase; it is of generous proportions, and can in no way be considered as a key to other property; and last of all the present transaction is the result of careful negotiation in which the advantages and disadvantages of the property and of the lease were considered from every possible standpoint. Real estate men express all sorts of opinions as to the lease just made, and it is probable that those who do not think the future advance of Chicago has been liberally discounted are in a minority. No one denies that the corner, from its general location and from the ownership and occupancy of surrounding property, is one of the star properties of the city. The corner has an excellent record and excellent prospects, and the new owner expresses himself as more than satisfied with both.

Tuesday a transaction was closed in New York which would indicate that even our present high range of values for fancy properties in Chicago must be advanced, as this city assumes its natural position as metropolis of the country. The American Surety Company paid for the southeast corner of Broadway and Pine street the snug sum of \$282 a square foot. The corner contains 1,417 square feet and fronts 22.7 feet on Broadway. The sale in many respects is similar to the series of transfers which led up to the sale of the northwest corner of Dearborn and Madison streets by H. H. Kohlsaat to Marshall Field at \$250 a square foot. Both pieces are fragments of lots and both are keys to other holdings. The Broadway lot is a key to a plot at Nos. 100 to 104 Broadway, with an "L" in Pine street containing 5,893 square feet, which the American Surety Company bought last year for \$1,050,000, or about \$177 a square foot.

The site for the new ten or twelve story office building which the company intends to erect in conjunction with the New York State Trust Company, therefore, cost almost \$1,500,000, and it only contains 7,310 square feet.

In other respects the New York sale announced last week is similar to the acquisition of the Stewart property by H. H. Kohlsaat. The purchase was made from the estate of John Anderson.

The corner was the scene of the foundations of a fortune that was estimated at the death of its owner at more than \$3,500,000, and which has since been placed by various witnesses in almost endless litigation proceedings at from \$6,000,000 to \$9,000,000.

On the corner John Anderson sold tobacco over the counter as a retailer when New York was a small town and he was a poor man. Little by little he accumulated money, bought the little building in which his store was located, opened another store at Broadway and Duane street, now the site of a skyscraping office building, and finally commenced the manufacture of his plug tobacco. The property has been held by a single family, while advances in the city have doubled and trebled its value many times.

The transactions of the week will naturally arouse comment regarding high land values, and the following New York figures will be of interest :

No. 149 Broadway, northwest corner of Liberty street, was sold in 1890 for \$181 a square foot ; Nos. 64 and 66 Broadway, running through to New street, the site of the new Manhattan Life building, was sold in April, 1892, at \$157 a square foot ; the southwest corner of Wall and Broad streets, the site of the Wilkes building, sold for \$330.70 per square foot, the highest price on record ; and Nos. 48 and 50 Nassau street sold last year for more than \$300 per square foot.

In view of these figures the northwest corner of Madison and Dearborn streets at \$250 a square foot, the southwest corner of Washington and Dearborn streets at \$144, and the northwest corner of State and Washington streets at a range between \$127 and \$169 a square foot do not look so high-priced after all.

After a preliminary discussion among real estate agents in favor of the organization of

an association for the benefit of
Real Estate Board. real estate dealers, upon the application of William L. Pierce, William A. Merigold and Edmund A. Cummings articles of incorporation were issued by the secretary of State, February 21, 1883, for the "Chicago Real Estate and Renting Agents' Association," the name being changed in the following year (June, 1884) to that of the "Chicago Real Estate Board."

The object of the association is to enable its members to transact their business, connected with the buying, selling, renting and

caring for real estate and the loaning of money upon the same, to better advantage than formerly by the adoption of such rules and regulations as they may consider proper, and by enabling them to take united action upon such matters as may be deemed for the common good, and by such other means as may be determined upon by its members.

The following is a list of the charter members: F. A. Henshaw, C. W. Pierce, E. A. Cummings & Co., Samuel Polkey; Wm. L. Pierce, F. C. Gibbs, Barnes & Parish, Bryan Lathrop, Bogue & Hoyt, Mead & Coe, Baird & Bradley, F. W. Elliott, D. W. Mitchell, Knight & Marshall, F. Hathaway, Turner & Bond, L. R. Giddings, Griffin & Dwight, F. A. Bragg, J. C. Magill, W. D. Kerfoot & Co., E. S. Dreyer & Co., H. C. Morey, Wm. A. Merigold, F. C. Vierling, C. H. Mulliken, Benj. L. Pease, C. P. Silva, Wm. Hansbrough, A. D. Hyde, Ogden, Sheldon & Co., F. H. Fraser, James M. Gamble, R. W. Hyman, Jr., Isham & Prentice, H. Rieke, H. A. Goodrich, A. J. Stone, John H. Trumbull, E. Goodridge, E. W. Zander, Ernst Prussing and Chandler & Co.

The officers consist of a president, vice-president, treasurer and secretary and their names since the organization of the association appear in the following list.

- 1883. Henry C. Morey, president; Albert L. Coe, vice-president; George L. Warner, treasurer; James M. Marshall, secretary.
- 1884. Henry C. Morey, president; Wm. L. Pierce, vice-president; George L. Warner, treasurer; William P. Smith, secretary.
- 1885. Lyman Baird, president; Bryan Lathrop, vice-president; Frank R. Chandler, treasurer; Wm. A. Merigold, secretary.
- 1886. Edmund A. Cummings, president; Bryan Lathrop, vice-president; Edward S. Dreyer, treasurer; Edgar M. Snow, secretary.
- 1887. Wm. D. Kerfoot, president; Moses R. Barnard, vice-president; George P. Bay, treasurer; Edwin F. Getchell, secretary.
- 1888. Henry L. Turner, president; George M. Bogue, vice-president; Moses E. Greenbaum, treasurer; James H. VanVlissingen, secretary.
- 1889. George M. Bogue, president; Aaron B. Mead, vice-president; Benj. L. Pease, treasurer; Arthur C. Gehr, secretary.
- 1890. Willis G. Jackson, president; George Birkhoff, Jr., vice-president; Henry A. Knott, treasurer; Charles N. Gordon, secretary.
- 1891. Josiah L. Lombard, president; Edwin F. Getchell, vice president; Samuel E. Gross, treasurer; Robert P. Walker, secretary.

1892. Edward S. Dreyer, president; Frank A. Henshaw, vice-president; Benj. A. Fessenden, treasurer; C. L. Hammond, secretary.

1893. Wm. A. Bond, president; Walter H. Wilson, vice-president; Wm. Heinemann, treasurer; Louis A. Seeberger, secretary.

1894. Eugene H. Fishburn, president; Robert C. Givins, vice-president; Helge A. Haugan, treasurer; V. H. Surghnor, secretary.

The membership at the last report consisted of 161 agents or principal members and 40 associate members. The membership fee is \$200.

During the ten years of the existence of the board its efforts have been principally directed toward the advancement of municipal reforms and public improvements, and in the line of maintaining high business standards among real estate agents.

A leading feature of the association's functions is found in its banquets and informal dinners, of which four or more are held every year and at which are discussed entertainingly important questions relating to the internal management of the city administration, such as "The grade-crossing danger and its remedy," "our special assessment system," etc., etc.

The board has taken a stand in favor of the "Torrens" system of transferring land titles, and has adopted a report recommending the limiting the height of buildings in the city to 180 feet.

At the March meeting, 1891, action was taken in favor of organizing a tenant rating bureau, through which information may be furnished to members regarding the standing of tenants.

The questions, certainly of vital importance to dealers in real estate, which were quite thoroughly and ably discussed at the last dinner of the real estate board (1893) were "criteria for determining real estate values; what should be considered" and "expert testimony." Only room for the following extracts from some principal speeches can be found.

Edgar M. Snow said:

"It appears to me that real estate men might easily agree upon criteria for determining values in business districts where the property is improved or susceptible

of immediate improvement, and thereby escape an imputation—that is, unfortunately, too often a just one—of being as far wide of the mark as are many of the medical experts when called upon to tell what they know of professional jurisprudence. It is within recent times that, when called upon to fix the value of a well-known down-town holding, the opinions of brokers varied all the way from \$550,000 to \$1,100,000. These men were not novices, but experienced brokers, many of whom had grown gray in the work of handling Chicago real estate. This and common errors might easily have been avoided had there been a common basis agreed upon or fixed in the minds of those interested in determining such values. The present haphazard system may be likened to man's plan for getting into the Kingdom of Heaven, each using his own moral code, but trusting that he will arrive at the same result as his fortunate neighbor, and I might appropriately add the result to some of us may prove our calculation as inaccurate and unsatisfactory as does often our approximation of values.

As a general proposition I state that the test of the value of income property is the permanent, net income it will produce developed to its fullest capacity in a manner conforming to the best requirements of its location. This net income, capitalized at a percent, dependent upon its situation and character, is the fair cash market value of the property. Nothing can be more fair or more explicit than this. The value of stocks and other income-producing property are fixed in the same way, and realty of the kind in consideration, which is the most stable of values, should be no exception.

It is not necessarily a question of what the property now produces, for it may be vacant or poorly improved, or extraordinary conditions may exist, when it may be paying more than or is not yielding as much as it would be conceded to be ordinarily fairly worth. It is not what it has paid in the past, because that would be as foolish as rating a wealth-producing gold mine at its yield, when its power of production was unknown, but it is, as stated, what the property will ordinarily yield the investor when covered with a structure meeting the present demands, predicated upon a fair apprehension of future needs. * * *

Coming now to the second subject under consideration—"expert testimony." The term "expert" carries with it its own meaning, nothing more and nothing less. In the

scientific world expert evidence is given by men who have distinguished themselves in their several specialties and are recognized and accepted as authority upon the subjects of which they speak. The same should hold good among real estate men, as far as may be. There should be special care to escape the pitfall of seeming to be in any sense a convenient or interested witness, or in any way being a partisan. The greatest of care should be taken that one knows whereof he is called upon to testify, in order that the words of his mouth may carry weight.

The scene is by no means an uncommon one where the divergence of experts in land values has provoked as great mirth as, say, that of experts in insanity cases, in which latter matter it would seem that lawyers have not the slightest difficulty in procuring doctors who swear that the defendant is as mad as a March hare or sane as Daniel Webster.

Experts, of all men, should know, digest, and understand, and give their evidence with the positiveness born of knowledge. Property is often undervalued as well as overvalued by so-called experts. It is not expertism nor conservatism to place as the value a valuation of one-half or two-thirds the fair value upon a piece of real estate. The true expert is he who, through the knowledge acquired only from long experience, is able to discern the proper elements to be taken into consideration in determining the value of each property he is called upon to appraise and to give with precision its full, fair value.

J. H. Van Vliissingen, as an expert, spoke as follows:

Expert testimony is too often partisan testimony. A most emphatic illustration of this was the conduct of two gentlemen who had for years figured extensively as expert witnesses. A few years ago they testified for the city as to the value of a certain piece of real estate, and their valuations were very moderate. A short time afterwards, in another court, the same property was the subject of litigation between its owner and a railroad corporation. The same witnesses went on the stand for the owner, but this time they were very enthusiastic in their estimates, notwithstanding the fact that the two causes for action arose at the same time and that both valuations were made as of that time. By a mere accident the attorneys for the railroad company learned of the previous valuations and confronted the witnesses with their lower estimates. The first one nearly



Paul A. Gay

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fainted on the stand and had to be excused. The other recovered himself sufficiently to explain that in making valuations he was governed only by the impressions he obtained whenever he went to see the property, and that he recognized no criterions and even forgot his own previous valuations.

The ability to give expert testimony is limited to those who have made the subject upon which they give their opinion a matter of practice, study, or observation. There is an important difference, therefore, between ordinary testimony and expert testimony. To give evidence is a duty, to give expert evidence is not, but it should be an honor, dignified by the requirements and responsibilities of the task. The present plan on which expert testimony is obtained is unsatisfactory and condemned by all who understand it. The aim of the courts is to do justice. Any part of the machinery which does not contribute to the desired results is a proper subject for revision. In selecting expert witnesses attorneys are too much inclined to seek persons with views extremely favorable to their sides. The standing of witnesses in the community is usually not sufficiently considered. Men should not be allowed to testify as experts who are notorious for adjusting their views according to the side which happens first to engage their services. In some States the courts have more latitude than what they exercise in this city. For instance, in Massachusetts, in insanity cases, even doctors are not allowed to testify as experts unless they have made a specialty of insanity. * * *

George Birkhoff, Jr. came next. He said:

The subject under discussion is of such magnitude that it is impossible to go into all its details and do justice to it in the limited space of time allowed. Real estate may be divided into two classes, improved and unimproved. Unimproved property includes outside acres, subdivided acres, and vacant building lots, both residence and business, in the city proper. The value of outside acres depends on various circumstances, their location, distance from railroad, and other means of communication, and the character of the surrounding improvements. Speculation enters more largely into this class of property than into any other. Its value is largely determined by the demand and by what property is held and sold at in the neighborhood. The price at which lots can be sold when subdivided enters also largely into determining the value of outside acres.

Hence, when there is no demand for building lots, acres are dull and unsalable. It is not my purpose to go into detail as to what determines the value of lots in outlying subdivisions. It depends to a great extent upon the improvements that are being made, the accessibility of the property, and the ingenuity of the agent who is handling the subdivision. The value of vacant residence property is almost entirely determined by the character of the neighborhood and class of people who reside there. The income that may be derived from it enters little into the question. As a general proposition it may be stated that the elements that enter into the calculation of determining the market value of improved and unimproved business property are: First, at what price property in the neighborhood is selling; second, what revenue can be derived from it if improved, or what the income would be if the improvement were a better one; and, third, the future prospects.

In my opinion the question of income should be the first and most important consideration.

The other part of my subject is expert testimony, which I presume has reference to the practice, which is now so common, of using expert witnesses to prove the value of property which may be a subject of litigation in our courts. We all know that testimony by professional experts has become so unreliable, that men can be found in the various professions who give testimony directly opposed to each other on the same subject. While it seems plausible that even professionals can come to opposite conclusions upon matters of theory, it is strange that almost as wide difference of opinion can be found among real estate experts upon matters of fact. It is not my purpose to claim that real estate experts should all agree as to the value of a piece of property, yet I cannot see how it is possible for parties who all claim to be well informed to be so far apart. Expert testimony in our law courts is growing in importance, and the farce of it is becoming more apparent. Suits are tried every day before a jury, generally composed of men who have no knowledge whatever of the value of real estate, who are expected to render a fair verdict according to the testimony given by the witnesses in the case. How it is possible that these men can arrive at a fair verdict when parties who claim to be experts are so far apart, is beyond my comprehension.

Mr. Frank R. Chandler, in his address,

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presented an entirely original plan, by which future values might be determined and wrought out, as are the highest mathematical problems.

He also submitted an ingenious table showing the evolution in value of a quarter of an acre of land in the highest priced corner in the city of Chicago, from 1830 to the present time, together with a record of historical events, which are appended (from the Chicago Tribune, Nov. 28, 1893).

PERIOD OF THE WHITE MEN.

1830. Chicago up to this date a garrison and Indian trading post. In this year its first postoffice is established.
 1831. First bridge across the Chicago river.
 1834. Last black bear shot, corner Market and Jackson streets.
 1835. First bank opened.
 1836. Illinois canal is commenced and garrison of Fort Dearborn withdrawn.
 1837. Chicago organized as a city. Financial panic. Second payment on canal trustees' last year's sales, all in default except P. F. W. Peck.
 1841. First water works built.
 1842. First propeller launched. State of Illinois in default on its interest and work recommenced on Illinois canal.
 1843. Wheat 38 cents, corn 18 cents in Chicago market.
 1844. First meat packed for English market.
 1845. First public school building built.
 1847. First permanent theater opened and river and harbor convention meets in Chicago.
 1848. First telegram received, Board of Trade established, first municipal building built, and Illinois canal opened.
 1849. First railroad (Galena) opened and the great flood in Chicago river, first savings bank started (J. H. Burch).
 1850. First philharmonic concert, and first fire limits established.
 1851. First grain elevator built (Fulton).
 1852. First railroad from the East.
 1854. Cholera.
 1855. Illinois Central railroad station built and Fort Dearborn disappears.
 1856. First suburban train (Hyde Park) and first iron bridge (Rush street).
 1857. First through railroad to New York and first big fire (Lake street).
 1858. Paid fire department established.
 1859. First street railroad (south side).
 1863. First Pullman palace car run.
 1864. First public park; also Union Stock-Yards.
 1865. Clearing House established.
 1867. First lake water tunnel.
 1868. First railroad, Chicago to the Pacific coast.
 1869. First river tunnel (Washington street).
 1871. The great fire and second river tunnel (La Salle street). Deep cut in canal finished and improved sewerage, and canal debt all paid. First building after fire erected by W. D. Kerfoot & Co., a live type of the Chicago real estate agent.
 1872. Rebuilding of the city.
 1873. The financial crisis.
 1874. The "little fire" of 1874. South and west park systems well under way (acts of 1869).

1877. The great railroad riots.
 1879. Union League club organized.
 1880. Commencement of the city of Pullman.
 1886. Conviction of the Anarchists. Foundation of the Newberry Library.
 1890. Foundation of the John Crerar library. Inception of the World's Columbian Exposition.
 1891. New drainage canal begun.
 1893. Culmination of the World's Fair triumphant success.
 Quarter acre equivalents—50x218, 60x180, 68x160, 70x155, 72x150, 87x125, 100x109.

STORY OF THE QUARTER ACRE.

DATE.	CHANGES OF BAROMETER.	POPULATION OF CHICAGO.	ANNUAL INCREASE PER CENT.	VALUE OF QUARTER ACRE.*	ANNUAL INCREASE PER CENT.
1830	Clearing.....	100	100	\$ 20	10
1831	Fair.....	100	100	20	10
1832	War storm.....	200	100	30	40
1833		350	75	50	67
1834	Rising.....	2,000	467	200	300
1835		3,285	63	5,000	2,400
1836	Booming.....	3,820	17	25,000	400
1837	Panic.....	4,179	10	3,000	—58
1838		4,000	4	2,500	—17
1839		4,200	5	2,000	—20
1840	Depression.....	4,470	2	1,500	—25
1841		5,000	12	1,250	—17
1842		6,000	20	1,000	—20
1843		7,589	25	1,100	10
1844	Rising.....	18,000	6	1,200	10
1845		12,088	50	5,000	20
1846	Booming.....	14,169	16	15,000	200
1847	Panic.....	16,859	18	12,000	—20
1848	Showers of gold..	20,023	25	13,000	9
1849	Mirage of wildcat	23,047	15	15,000	15
1850		28,269	22	17,500	17
1851	Rising.....	34,000	22	20,000	14
1852		38,754	14	25,000	25
1853		60,662	60	30,000	20
1854	Drought.....	65,872	9	35,000	17
1855	Buoyant.....	80,023	23	40,000	14
1856	Booming.....	84,113	5	45,000	12
1857	Panic.....	93,000	11	35,000	—22
1858		91,000	—2	30,000	—14
1859	Depression.....	95,000	4	29,000	—5
1860		109,000	15	28,000	—3
1861		120,000	10	28,000	—
1862		138,000	15	32,000	15
1863	Great war clouds.	160,000	16	33,000	3
1864		169,353	6	36,000	13
1865	Calm.....	178,900	6	45,000	25
1866		200,418	12	57,600	28
1867		220,000	10	65,000	12
1868	Rising.....	252,054	15	80,000	23
1869		272,043	8	90,000	12
1870		298,977	9	120,000	33
1871	Very hot.....	325,000	9	100,000	—17
1872	Booming.....	367,396	13	125,000	25
1873	Panic.....	380,000	3	100,000	—20
1874		395,408	4	95,000	—5
1875		400,000	1	92,500	—3
1876	Depression.....	407,661	2	90,000	—3
1877		420,000	1	90,000	—
1878		436,731	4	95,000	5
1879	Gold rays.....	465,000	7	119,000	25
1880		503,298	8	130,000	10
1881		530,000	5	145,000	12
1882	Rising.....	560,693	6	175,000	21
1883		560,000	6	238,000	30
1884	Stormy.....	629,985	11	250,000	5
1885		700,000	11	275,000	10
1886		825,880	18	325,000	18
1887	Rising higher....	850,000	3	435,000	34
1888		875,500	3	600,000	38
1889		900,000	3	750,000	25
1890	Booming.....	1,068,570	22	900,000	20
1891	Columbian sun-	1,200,000	10	1,000,000	11
1892	shine over-	1,300,000	9	1,000,000	—
1893	comes panic....	1,400,000	8	1,000,000	—
1894		1,500,000	7	1,250,000	—

* Authority of Real Estate Board of Valuation committee.

The following extracts from the address of the retiring president, Wm. A. Bond, at the last meeting of the board, in 1893, will be found of public interest, and show some of its practical operations:

Notwithstanding the unfavorable conditions of the market during the last year, the life of the Real Estate Board has been an exceedingly busy one, and the work, both as regards its own interests and the public at large, has been important. The strong financial condition of the board, as shown by the report of our treasurer, is a subject of congratulation. With a large fund invested, with an accruing surplus each year, it need not be long before we may think seriously of having a building and home of our own. *

The services of the valuation committee have been called into requisition many times, and the total property referred to them for appraisal amounted to \$4,170,437, being the second largest year since the board was established; total valuations made since the committee was established, \$74,575,931. It is my firm conviction that the services of this most important committee will be more and more required as the years go by, and that it will be often named in advance in cases where a re-appraisal shall be necessary. This has already been done many times. Therefore, you will at once see how important it is that the present high standard of the service shall be maintained, and in what degree of confidence the committee must stand with the individual to be made a final board of arbitration where the personnel of the committee cannot even be known. *

The Call Board committee has superintended the publication of the Call Board Bulletin in a most interesting and faithful manner, and has had charge of the auction sales at the board rooms. There have been 1,072 judicial sales during the year, amounting to \$4,436,145. It has made recommendations in regard to these sales that are of great value to the board and the public. In a report made March 1st, it asks that the judges of the various courts of Cook county be requested to have inserted in every order or decree directing the sale of real estate at auction at the Real Estate Board rooms, a clause substantially as follows: "That the master be required, if he thinks it advisable or necessary, to procure or furnish to the purchaser or purchasers a policy guaranteeing the title to the premises sold, or to furnish a complete abstract of title or merchantable copy of an abstract of title to the premises offered for

sale, and a reasonable time be allowed to such purchaser or purchasers at the sale to examine said abstract of title, and that the sale shall not be binding upon the purchaser or purchasers, nor shall it be reported to the court for confirmation, until the title shall be found to be merchantable." * * *

During the last summer, most unfortunately for the real estate interests of Chicago, the city press discontinued the publication of the daily transfers of property. I desire to say that efforts were made by your president and the executive committee to get them re-instated in the news columns, but so far without success. We believe that the daily press, which has manifested its friendship and support to the board in so many ways, will still keep this matter under advisement, and in their own good time again give the record of sales their former publicity. This information will greatly profit the real estate profession and property owners not only of Chicago, but throughout the whole country.

The rating department of the board has been in abeyance for a few months, but I believe will receive unanimous support if undertaken with a new schedule of prices, based with reference to services performed.

Early in May the real estate board extended an invitation to kindred associations throughout the country to make the board rooms headquarters during their visit to the World's Exposition. This invitation was formally accepted by the real estate boards of Boston, Nashville, St. Paul, Denver, and other places, and the visitors' record shows the signatures of appreciative guests residing in forty-seven different cities of the United States and Canada, from Boston and New York to New Orleans, and from St. Paul to Omaha and Salt Lake City, and even as far west as Melbourne, Australia.

In the matter of public charities the board has not been behind its sister organizations. It collected from its members \$815 for the sufferers' fund on account of the cold-storage holocaust at Jackson Park, and in the more recent efforts of the Central Relief Society it has subscribed to date over \$3,600. It also purchased 716 souvenir tickets for "Chicago day." * * *

The making of brief abstracts of recorded evidences of title to real estate and furnishing the same to interested dealers on short notice, thus saving laborious and difficult searches through almost numberless record books, is a "Chi-

Abstract of Title
Business.

cago idea," which originated with Edward A. Rucker in 1848-9. He conceived the plan of making a brief but complete chain of title to each subdivision of land in Cook county, and of each lot in Chicago, which should embrace the entire history of its transfers. To this comprehensive work was added a list of all recorded incumbrances, either by mortgage, trust deed, or judgment. Such a labor and time-saving system had never been thought of before, and, although it has since been generally adopted in the West, does not even yet obtain in New York, or any of the eastern States.

Mr. Rucker associated James H. Rees with himself as a partner, and subsequently Charles C. Chase was added to the firm, which, through several changes, became the well known house of Chase Brothers and Co.

The firm of Shortall (John G.) and Hoard was the next one formed to engage in the business, following which, in 1854-5, was the firm of Jones (Fernando) and Sellers (A. A.). By the time of the great fire the business had grown to be extensive and profitable, as well as popular with the trading community. When that catastrophe occurred, the public records of all kinds in the court house were totally destroyed, with the building in whose vaults they were supposed to be secure.

It was extremely fortunate that, through the extraordinary exertions of some of their owners, those valuable abstracts were recovered, in some instances, from the already ignited buildings in which they were contained, and carried to places of safety. The experience of John G. Shortall in removing the two hundred volumes of abstract records from the office of Shortall & Hoard on that trying occasion is graphically told in his own language in "Kirkland's Story of Chicago" (pp. 311-15): Fearing the fast-approaching calamity, he arrived at his office before the fire had jumped across the river to the south side, and broke open the door of his office. He offered fabulous prices to truckmen to carry away his treasures, but none could be stayed for 'love or money.'

He stood guarding his priceless records and trying to obtain assistance until after one o'clock, when James W. Nye came along and succeeded in getting one truck, which was quickly loaded, and just in the nick of time. While the fire brands and cinders were falling thick around them, John L. Stockton came up with a two-horse truck, upon which were loaded the remaining volumes, but not until the house itself was rapidly succumbing to the devouring flames. He succeeded in passing through the fighting, struggling mob of panic-stricken victims who thronged the streets, east to State street, and so on to Michigan avenue and safety.

Mr. Chase, seeing the fire from his residence in Lake View, and apprehending danger, drove down to his office in his buggy, and decided to remove his records from the vault. His vehicle not being sufficiently large to hold the half of them, he seized upon another which he found near by, and, hitching it on behind his own, filled that also. The books he left outside of the vault, which he might as well have taken, were consumed, and had he taken those and left the vault alone, he would have saved all his records.

The books of Jones & Sellers were partially removed by one of the firm's clerks to the Crosby Opera House, as a place of greater safety, but upon it being suggested that if the building in which they were stored, in the vault, should be consumed, so would be also the Opera House, it was decided to return them to the vault, where, after it had cooled off, the records were mainly found unharmed. So that the principal firms engaged in the abstract business at the time above-named were fortunate enough to save the greater part of their invaluable records. And it is a singular fact that the portion lost by one firm was saved by another, so that by comparing the parts saved it was found that there had been preserved a complete and continuous transcript of recorded transactions in Cook county real estate from the beginning. With all the official records



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reduced to unreturning ashes, the value of these preserved abstracts of the originals was indeed inestimable, both to their owners and the public generally; and upon consultation it was decided that the best thing to do with them was to consolidate their ownership, under the management and control of one firm. This arrangement continued for two years, when the entire business of the combination was leased to the firm of Handy, Simmons & Company, who guaranteed a percentage of \$5,000 per month for their use, which sum, however, was not only realized from fees, but was more than doubled.

It may as well be stated here that out of this arrangement has grown that immense corporation "The Title Guarantee and Trust Company" with a capital of \$1,600,000, all but \$400,000 of which represents the estimated value of the abstract records aforesaid. This company not only furnishes abstracts but guarantees titles, and does other trust business. Gwynn Garnett is president of the corporation; A. A. Sellers, vice-president; A. A. Stewart, secretary; and Charles R. Larrabee, treasurer.

In order to facilitate the legal use of these abstracts the Illinois general assembly passed a law, drawn up by the Cook county judges, providing for the restoration of court records which had been lost or destroyed, which became a law March 19, 1872; and on April 9 following passed "an act to remedy the evils consequent upon the destruction of any public record by fire or otherwise," by which enactment these abstracts and other documents might be utilized, under certain restrictions, as the foundation of new records and evidence of title.

Soon after the fire the county commissioners directed the recorder to place on record all original abstracts free of charge, and to furnish certified copies at a fixed reasonable rate.

The cry of monopoly which had been raised against the lately consolidated firm of abstract makers, while it might relate with some force to ante-fire records, need not

apply to those since that event, and soon thereafter A. D. Williamson and Francis Padeloup, who had former experience in the same business, formed a partnership, for the purpose of continuing the same from October 9th. On the death of Mr. Padeloup soon after, Harry Thieleke became a partner, and the firm continued until 1875, when their books were sold to the county and placed in the recorder's office, where they have since remained, and the abstract business continued by the county for the benefit of the public.

Other private firms and corporations have also engaged in the business since the fire, as follows:

The Chicago Title and Trust Company; the Haddock, Vallette and Rickcords Company; Drury Brothers; Carne & Coombs; Otto Peltzer & Co.; Thaddeus Sears.*

The immense number of transactions in real estate, covering twenty years, is shown by the following table, furnished from the recorder's office for Kirkland's Story of Chicago (1871 to 1891):

4000 record books.....	2 560,000 pages.
325 index books.....	195,000 pages.
53 tract books.....	3,975 pages.
6 index books.....	3,600 pages.
200 original land entry books.....	128,000 pages.
300 tract books.....	150,000 pages.
100 recorded abstract books.....	64,000 pages.
325 tax sale books.....	130,000 pages.
100 judgment record books.....	40,000 pages.
120 office memorandum books.....	72,000 pages.
320 press copy abstract books.....	300,000 pages.

The entire number of documents recorded in the twenty years has been 1,762,233—the number recorded in the year ending April 30, 1891, being 200,000—more than those of New York, Philadelphia and Boston put together.

Intimately, if not vitally, connected with the great interest of real estate is that of Insurance. the business of fire insurance. At first, and for many years in the early history of Chicago, it was merely inci-

*The author begs to return his thanks to Fernando Jones, George M. Bogue and Wm. G. Pierce for valuable information and assistance in the preparation of this chapter.

dental to other callings, and the people were slow in taking out policies at the high rates of premium which then obtained. But as destructive fires in the town, where houses were chiefly constructed of wood, began to multiply, the indemnity secured by underwriters was sought after with anxious avidity.

The first agents in the town were Gurdon S. Hubbard, David Hunter, E. K. Hubbard and Julius Wadsworth. Even as late as 1845, the names of only half a dozen individuals and firms appear as agents in the directory of that year, namely: Garrett & Seamen, G. S. Hubbard (agent for the *Ætna* since 1834), S. B. Collins & Co., George Smith & Co., Meron Pardee, M. M. Hayden, Wadsworth Dyer & Chapin, E. S. Wadsworth and J. S. Whiting. A year or two later appear the names of Julius White, Zebina Eastman and J. B. F. Russell, and by this time the business assumed such proportions as to occupy the entire time of leading agents. The number of agents increased from 10 in 1854-55, representing 42 companies, to 44 in 1865, representing 84 companies; to 100 in 1870, representing 96 companies; to 187 in 1880, with 161 companies, and to 241 in 1893, with 177 companies, and sixty insurance brokers.

Of the two hundred and one companies carrying risks at the time of the great fire, twenty-two were Illinois corporations, thirteen of them being located in Chicago. The amount of the risks of the Illinois companies was \$34,426,175, the amount of loss \$31,706,633, and the estimated amount paid by them was about \$6,500,000. Seventeen of these companies were compelled to go into liquidation, three retired from business—only one, the American, which carried one small risk, was able to continue business.

The disastrous fire of 1874, entailing heavy losses upon companies from other States, created wide spread alarm as to the effectiveness of the city's fire department, and as a result the National Board of Underwriters adopted a resolution calling upon all insurance companies to withdraw from the city, and nearly all did so. But upon a thorough

investigation it was found that while there was room for improvement, there was no real cause for the sweeping action of the national body. The fire of 1874 was considered a benefit, on the whole, in removing many dangerous blocks of frame buildings, and in the suggestion and adoption of more careful methods of construction. The disgruntled fire companies soon returned, further improvements were projected in the way of instruction and drilling, which brought the department into the highest state of efficiency, which it has ever since maintained.

According to the report of the State Auditor for the year ending December 31, 1892, the number of companies transacting business in this State (excluding four storm and live stock companies) was 358. Of these, 194 were Illinois corporations, of which eight were joint stock companies, six mutual, thirty-nine county mutuals, and 138 township fire companies. Of the companies from other States, doing business in Illinois, 112 were stock companies, nine mutual, and thirty-four fire and marine companies.

The following table shows the names, the aggregate amount of assets, the liabilities and surplus of the Illinois joint-stock (first eight) and mutual (six) companies for the year ending December 31, 1892.

NAME AND LOCATION OF CO.	ASSETS.	LIABILITIES.	SURPLUS OVER CAPITAL.
Chicago, Chicago.....	\$ 109,296	\$ 103,042	\$ 6,254
Fireman's, Chicago.....	423,388	369,329	54,059
Forest City, Rockford.....	477,571	360,553	117,018
German, Freeport.....	2,860,659	2,162,769	697,890
German, Quincy.....	323,978	301,127	22,851
German Fire, Peoria.....	400,380	359,644	40,736
Rockford, Rockford.....	1,007,302	901,556	105,746
Traders, Chicago.....	1,653,402	991,733	661,669
Addison Farmers' Mutual, Addison.....	29,157	12,192	16,965
Lumberman's Mutual, Chi- cago.....	13,049	7,205	5,844
Manufacturers' and Mer- chants' Mutual, Rockford	80,360	50,528	29,832
Millers' Mutual Fire Insur- ance Association of Illi- nois, Alton.....	73,750	21,917	51,835
Millers' National, Chicago.	612,871	154,764	368,106
Protection Mutual Fire, Chicago	51,397	27,577	23,820

The amount of risks written in 1892 by Illinois joint-stock companies was \$85,930,659, for which premiums were received amounting to \$1,159,028 and losses paid to the extent of \$419,246. During the same time the mutual companies wrote \$4,041,560; premiums received, \$108,833; losses paid, \$46,074. The grand aggregate of all fire risks written in Illinois for last year (1892) footed up to the immense sum of \$1,040,687,810, on which \$13,521,766 as premiums were paid, and losses incurred amounting to \$4,049,530.

Of these sums it is estimated that premiums were paid in Chicago amounting to \$5,000,000, to cover losses amounting to about \$2,000,000.

A board of underwriters was organized in 1856, of which Gurdon S. Hubbard was president and J. K. Rogers secretary and surveyor, which issued a tariff of rates. These officers were succeeded the following year by John Kinzie as president and Arthur C. Ducat as secretary and surveyor. In 1861 this board was incorporated by act of the legislature under the name of the "Chicago Board of Underwriters of Chicago." The object of the association, as declared in its by-laws, was to promote the best interests of all insurance companies transacting the business of fire insurance in the city of Chicago; to have fire maps and surveys made; to value all buildings, and to support a fire insurance patrol.

The first Chicago fire patrol was organized October 2, 1871, and a second, for duty on the west side, August 3, 1875. Two others have been organized since. The work of these corps have been exceedingly valuable. Capt. B. B. Bullwinkle was the first superintendent, who was succeeded by Capt. Edward T. Shepherd, in 1885, who still holds the position, assisted by Capt. George Fernald (1); Charles W. O'Niell (2); August Borge-menke (3); Fred Kastholm (4); Frank Whitmore.

The board of underwriters, becoming inharmonious in its action, many members

gradually withdrew. These, with those agents who had been acting on the outside, upon consultation, in January, 1880, came together and formed the "Chicago Insurance Underwriters' Exchange"—the first officers of which were R. J. Smith, president; T. S. Cunningham, vice-president; O. W. Barrett, treasurer, and B. F. Kent, secretary.

In 1885 the members of this latter organization, together with those of the old board, agreed to form a new association, which was called the "Chicago Fire Underwriters' Organization." The conflicting and competitive interests of the different boards were thus harmonized, and have so continued to the present time. The first officers of the new body were: President, Charles W. Drew; vice-president, E. M. Teall; secretary, R. N. Trimingham; treasurer, O. W. Barrett; superintendent of surveys, T. A. Bowden.

Messrs. Trimingham, Barrett and Bowden have continuously held their positions until the present time (1893). S. A. Roth-ermel, vice-president, is the acting president in the place of James Ayars, deceased, and Charles Squires is manager of the inspection department.

The officers of the "Chicago Board of Underwriters," which organization is still maintained and exercises jurisdiction over the fire insurance patrol, for the present year are as follows: R. W. Hosmer, president; Fred S. James, vice-president; T. A. Bowden, secretary; and James H. Moore, treasurer.

The number of life insurance companies doing business in Chicago is sixty-one, the leading ones being the *Ætna*, of Hartford, Thomas R. Lynas manager; Connecticut Mutual, of Hartford, John K. Stearns general agent; Home, of New York, Wm. A. Newell, general manager; Mutual Benefit, of Newark, N. J., Charles Leyenberger State agent; Mutual, of New York, Charles H. Ferguson general agent; New York, James B. Waller, resident manager; Northwestern Mutual, of Milwaukee. Besides these there are other companies, as follows: twelve acci-

dent and eighteen accident and life companies; four elevator; three employers' liability; four live stock; three marine; eight plate glass; one each, sprinkler, damage and salary; and two steam boiler.

CHICAGO HOTELS.

A tavern was kept in a house owned by James Kinzie, at Wolf's Point, by Archibald Caldwell, as early as 1829, before the town of Chicago became a legal entity, the license for which was granted by the county commissioners of Peoria county. In January, 1830, Elijah Wentworth, who had come to the settlement the previous fall, rented this tavern of the owner, Caldwell having decided to remove to Wisconsin, at a yearly rental of \$300, and kept the same for about a year.

In this same year (1830) Samuel Miller kept a tavern in his house on the east side of the north branch of the Chicago river, nearly opposite Wentworth's, which he continued until 1832.

To Mark Beaubien, the jovial, generous Frenchman, who, in his day, was (to employ an Hibernicism) "the fun of every funeral and the life of every wake," whose memory has come down to us laden with interesting traditions, belongs the honor of having been among the first and most prominent of the tavern-keepers in the primitive settlement. As fiddler, landlord, merchant, ferryman and a patron of horse racing he was alike interesting and always original. He was an ardent, if not always devout, Catholic, and was prominently identified with the founding of "old St. Mary's," to which he was a liberal contributor. With his family he came to Chicago by team in 1826, hiring an Indian guide to pilot him to what was to be his future home. On arriving here he—to use his own words—"bought a house from 'Jim' Kinzie," and almost at once began to entertain chance guests for a consideration. He called this primitive hostelry the Saugenash, in honor of the old chief, Billy Caldwell. When the new town was laid out, Mark

found his house in the highway, and in 1834 proceeded to erect a frame building on the east bank of the south branch, near the junction of that stream with the north fork of the Chicago river. It was his fond boast that this was the first frame structure ever put up in Chicago, but this claim can scarcely be said to be well authenticated, there being several rival claimants for the same honor. At all events, it was a favorite spot for town meetings, and a popular rendezvous for the "choice spirits" of those early days.

Here Mark used to say that he "kept hotel like—" well, like a place not commonly mentioned in refined social circles; which expression he was fond of explaining by telling how he put a man to sleep on the floor, gave him a blanket, and when the somnolent, unwary traveler was slumbering soundly, eked out his scanty supply of bed clothing by stripping the covering from the unconscious form and bestowing it upon the next weary and drowsy guest who might happen to stand in need of it.

The town records of 1831 show that in April, 1831, tavern licenses were granted to Elijah Wentworth and to the Miller brothers (Samuel and John), the former paying seven dollars for the privilege and the latter five. Ex-Lieutenant Governor William Bross is authority for the statement that Wentworth kept the best tavern in the place at the time. The building was owned by James Kinzie, and was partly log, partly frame.

With a view, perhaps, of preventing any possible breach of the peace resulting from a dispute as to exorbitant charges, the county authorities, in 1831, adopted the following tariff of rates and made the same obligatory upon all inn-keepers, a piece of legislation which in these days might be construed as sumptuary.

For each breakfast and supper 25 cents, dinner 37½, each horse feed 25, keeping horse all night 50, lodging for men 12½, half pint of wine, rum or brandy 25, gin 18½, gill of whiskey 6½, half pint ditto 12½, pint 18½.



S. E. Gross

THE

The Green Tree Tavern, on the northeast corner of Canal and Lake streets, so called from an oak tree standing close by, and one of the most noted in those early days, was erected by James Kinzie in 1833; and there is extant a writing by Charles Butler, a brother-in-law of William B. Ogden, in which, while describing his journey to and arrival at Chicago in 1833, he says that he found shelter in a tavern "on the west side of the south branch, near the junction, owned by James Kinzie and "kept by a Mr. Crook." (?) The latter name is probably a mistake, as the first proprietor was David Clock. He was succeeded by Edward Parsons, and he by the firm of Snow & Spear, who kept it until 1838, when John Gray succeeded to the management until 1841. The name in the meantime had been changed to that of the "Chicago Hotel," and that subsequently to the "Railroad House," and the "Atlantic Hotel." In 1854 it was called the "Lake Street House," which name it bore under the proprietorship of Frederick Meher until 1859, when it became a tenement house. In 1880 it was removed to numbers 33, 35, 37 Milwaukee avenue, where it still stands, the oldest memento of early taverns.

The town records of 1834 show that Russell E. Heacock was licensed to keep a tavern "at his residence," one mile south of Hard-scrabble.

A more pretentious house of entertainment was the Lake House, at the corner of Rush and Michigan streets, in 1835.

Here, before its completion, was held the first Unitarian service in Chicago, conducted by Rev. Dr. Follen. Harriet Martineau was one of the congregation on that occasion, and has described the scene in one of her "Letters." This inn was regarded as an innovation upon prevailing western methods, and aimed to cater for only the highest class of guests.

In the early '30's Alanson Sweet opened a saloon and boarding house at the northwest corner of Lake and Dearborn streets. This was the nucleus of the present Tremont House, which in

1850 was regarded as practically without a rival in the West. In the fall of 1836 it passed, by purchase, into the hands of Ira and James Couch, brothers and natives of New York. On October 27, 1839, the house was destroyed by fire. By May, 1840, it had been replaced by a three story frame structure, having a frontage of ninety feet on Dearborn street and 100 feet on Lake street. This edifice was likewise destroyed by flames, in July, 1849. It was succeeded by a brick building five and a half stories high, fronting 140 feet on Lake and 180 feet on Dearborn. Its dimensions were regarded as absurdly large, and the house was popularly dubbed "Couch's Folly." Its cost, exclusive of furnishings, was \$75,000. J. M. Van Osdel was the architect, C. and W. Price masons, and Updike and Sollitt builders. It was open for business on Saturday, September 29, 1850. Three years later, the building was leased and the furniture purchased by David A. and George W. Gage, of Boston. John B. Drake, afterwards and still identified with the Grand Pacific, became a partner in 1855, and in 1863 David A. Gage withdrew, to enter into partnership with Charles C. Waite in the conduct of the Sherman House. In 1868 Mr. Drake bought out his partner and continued sole proprietor until the house was consumed in the fire of 1871. Considerable prominence has been given to this hostelry, for the reason that for more than thirty years it enjoyed the reputation of being the leading hotel in the West, being unsurpassed in the elegance of its appointments and the excellence of its management.

Hon. F. C. Sherman (afterward mayor) built the Sherman House in 1836-7, and it was opened in November, 1837, as the City Hotel by Jacob Russell, who was the first proprietor of the old Lake House. In 1844 the house was remodeled, two stories added, making it five stories in height, and re-christened the Sherman House. In 1861 it was replaced by a marble structure, six stories in height, costing \$100,000, the value of the site being esti-

mated at \$150,000 and the furniture, etc., at nearly \$100,000 more. It was thrown open to public inspection on July 8, and the opening of the city's second great caravansary was thought to mark an epoch in Chicago's progress. Among its proprietors during the years before the fire may be mentioned: Jacob Russell, Martin Dodge, Hiram Langley, Ezekiel Tripp, Daniel W. Hale, Frank T. Sherman (a son of the owner), Porteus B. Roberts, David A. Gage, Charles C. Waite, John A. Rice and Horace Walters.

As Chicago became, year by year, a more important commercial and railroad centre, business increased, and her transient population became of a magnitude which was a constantly growing tax upon the capacity of her houses of public entertainment. Hotels multiplied in a rapidly advancing ratio. Lack of space forbids the enumeration of a complete catalogue, which would necessarily embrace the names of many comparatively unimportant concerns, yet a brief outline sketch of some of those best known before the great fire is given, attention being paid primarily to the chronological order of their establishment.

The City Hotel was built by Styles Burton in 1848, at the southeast corner of State and Lake streets. It had a front of brick, and was four stories high, with three story frame wing on the alley. Its first proprietors were Jonathan Brown and Frederick Tuttle, formerly of the old American Temperance House, at Lake street and Wabash avenue. Later it was kept by J. H. Thorn, W. F. Orcutt, Richard Somers, Cyrus Adams, L. H. Ainsworth and Joseph W. Toune, and was destroyed in the fire of 1871.

The Matteson House was a five story brick edifice on the northwest corner of Lake and Dearborn streets, the site of the present Borden block, and long a landmark of the city. In 1836 the lot was sold by Dr. W. B. Egan to John H. Hodgson for \$1,000 and a suit of clothes. Mr. Hodgson, with others, built the Baltic House,

which was burned in 1849. In 1850, Joel A. Matteson, afterward governor, bought the land, paying therefor \$9,000, and erected thereon a hotel bearing his name, which was opened in 1851 by W. L. Pearce. The building cost about \$20,000, and Mr. Pearce paid an annual rental of \$2,000. He afterwards associated with him his brother, J. Irving Pearce, at present proprietor of the Sherman House. Later proprietors were Stevens and Willard (1853), Charles H. Bissell and William S. Goodrich (1858), and Robert Hill (1864-71). On March 5, 1866, the property was sold at auction under a decree in partition proceedings, and bought by M. O. Walker and Robert Hill for \$130,000. At that time the rentals, including those of stores, were \$15,000 per annum, and this for property which, less than a score of years before, had been regarded as a comparatively valueless swamp, so remote from the centre of business that one Hudson, who kept a small tailor shop, was its solitary tradesman.

The Hamilton House, as such, named after its owner, Colonel Richard J. Hamilton, was opened in 1851, at the southeast corner of Clark and South Water streets. It had been originally known as the Washington House, was built in 1840, and for many years conducted by Philip Connelly. In 1851 it was remodeled and renamed. Its proprietors from that time were, J. H. Draper & Co. (1851-57), Amos B. Currier (1857-62), Jacob L. Metzger (1862-66), and James Kennedy (1862-68). In the last mentioned year it was torn down.

The Revere House, at the northeast corner of Randolph and Dearborn streets, was built in 1853 by Isaac Cook, who afterwards removed to St. Louis. It was originally known as the Young America. J. Stockton White & Co. opened it in 1854. In 1857, under the management of William R. Irish, the name being changed to the Revere. Alfred M. Stoddard, Erastus B. George, C. W. Baldwin and H. F. Willard in turn succeeded the first managers. In 1859 Cyrus H. McCormick tore down the

HOTELS AUDITORIUM



GREAT NORTHERN



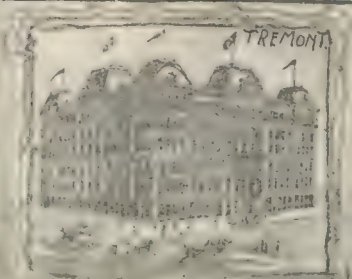
GRAND PACIFIC



Palmer



TREMONT



CHICAGO
B&O



building and erected the McCormick block on the site. A new Revere House was opened by Gilbert Dutcher (formerly of the Capital House, Madison, Wis.), on April 5, 1864, at the corner of North Clark and Kinzie streets, the old Foster House having been rejuvenated for that purpose. The building perished in the holocaust of 1871.

The Briggs House, erected at the corner of Randolph street and Fifth avenue (then Wells street) in 1853, by William Briggs, was always a popular and paying establishment. Its proprietors down to October, 1871, when it succumbed to the flames, were George H. French and John Floyd, W. F. Tucker and J. H. Silsby, B. H. Skinner (formerly of the Metropolitan), and W. F. Wentworth and C. D. Woolworth.

The Richmond House, at the corner of South Water street and Michigan avenue, was built in 1856, by Thomas Richmond, vessel owner and capitalist, and one of the oldest residents of Chicago. It was opened in 1857 by Taber and Hawk, who claimed to have expended \$60,000 upon its equipment. The business did not prove profitable, the first eight years showing a loss of \$10,000. In 1862 Killian Winne became proprietor. By March, 1863, his losses induced him to withdraw. In due time the furniture was sold, under foreclosure of a chattel mortgage, for \$9,000 to a Mr. Taber, of Lafayette, Ind. R. W. Hyman paid \$85,000 for the property in 1863, refurnished the house, and placed W. L. Burroughs, an experienced hotel man, in charge. W. L. Pearce bought the house in 1864, and sold it out to Richard Somers (of the City Hotel) in 1866. Two years' experience satisfied him, and in 1868 the building was converted into a business block.

The Adams House, built in 1857-8, by Hugh Maher, upon the site of the old Hydraulic Mills, the first flouring establishment of Chicago. It was opened by William Adams in the fall of 1858, and purchased in April, 1859, by W. L. and J. Irving Pearce. Toward the close of 1860,

Schuyler S. Benjamin (subsequently of the Brevoort House) bought the interest of the elder Pearce. The house was destroyed in October, 1871.

The Massasoit House. The Massasoit House was erected in 1857 by David A. and George W. Gage, at the corner of Central avenue and South Water street, and was five stories high, built of brick, but plastered on the outside and finished in imitation of stone. It was opened in 1858 by John C. Parks and John W. Humphreys. They were succeeded by William Cox and he (in turn) by Killian Winne. In 1863 the property was sold for \$35,000 to Hiram Langley, who kept the house until 1871.

The Clifton House. The Clifton house, originally at the southeast corner of Madison street and Wabash avenue, was opened in 1858 by Joshua Barrell, who was succeeded by Killian Winne. In 1861 it was sold to Elijah W. Herrick and by him remodeled and furnished. In 1866 it again passed under control of Mr. Barrell, who sold out to W. A. Jenkins in May, 1870. One year later it was enlarged, Albert A. Holmes having become part owner. It was burned on October 9, 1871.

The Boardman House. The Boardman House was a small (and in its day the only distinctive) family hotel, built by Carter H. Harrison at the corner of Clark and Harrison streets. J. W. Boardman conducted it for a few years, when he removed to Randolph street. He retired from business subsequently, but in 1872 opened the Woodruff, at the corner of Wabash avenue and Twenty-first street.

Other popular hotels of the period between 1859 and 1865 were the Orient, opened in 1859; Wright's Hotel (afterward the Moulton House), opened the same year; the Anderson and the Central, both opened in 1862; the Burlington, in 1863, and the St. James, in 1865. The latter was originally known as the Stewart House, and was purchased from General Hart L. Stewart by W. A. Jenkins in July, 1865. It was situated at the corner of State and

Washington streets, and included Nos. 92-98 on the first mentioned thoroughfare. Mr. Jenkins changed the name to the "Merchants'." In the spring of 1867 it was destroyed by fire. It was rebuilt and enlarged, and in the January following (1868), Mr. Jenkins resumed control, the resurrected house being given the name of the St. James. Within twelve months Libby & Meserve paid \$75,000 for the plant. In September, 1870, the firm became Libby & Harlow, Mr. Meserve disposing of his interest in order to assume control of the new Palmer. With almost all the other city hotels, the St. James went up in smoke in the common calamity.

An old landmark on the west side is the Barnes House, at the corner of Randolph and Canal streets, built in 1836 by Royal B. Barnes, H. H. Yates, and Daniel Booth. N. A. Hanks, C. H. Rice and R. H. Worley succeeded R. B. Barnes, the first proprietor, and were followed by W. K. Swallow. From 1873 the house was idle. Subsequent proprietors were Benjamin Ransom, John T. Lashlaw, Benjamin Newman and Charles Dore, Newman & Sons, and the Newman Brothers (Harvey R. and Benjamin L.), which firm has conducted the hotel ever since. In this connection it may be remarked that in 1881 the brothers leased the Burdick House, gave it the name of the Langham, and conducted it until it was destroyed by fire in May, 1882.

The Bigelow House, a handsome edifice of pressed brick, was erected in 1870-71 at the southwest corner of Dearborn and Adams streets, by Benjamin H. Skinner. On the very day when it was to have been opened, October 9, 1871, it was destroyed by the demon that swept over the city. Mr. Skinner's losses were very heavy and resulted in his financial ruin.

In September, 1870, J. F. Pierson and J. B. Shepard opened the Michigan Avenue Hotel. It contained eighty rooms and its furnishings were luxurious. In a few months the proprietors made

an assignment to Joshua Barrell, another hotel man, who sold the furniture at public auction to Joseph Ulman and Herman Tobias. While the flames of October, 1871, were working ruin on the opposite side of the street, John B. Drake offered to purchase the house at a stipulated price and assume the risk of its destruction. The offer was promptly accepted, the hotel escaped, and the building was long pointed out as a monument which marked the cessation of the flames in the south division. Mr. Drake re-christened the house as the Tremont and conducted it until he took charge of the Grand Pacific, after the latter had been rebuilt, in 1873.

In 1869 Potter Palmer began the erection of the old Palmer House, at the northwest corner of State and Quincy streets. It had imposing stone fronts, was eight stories high, and contained 225 rooms. W. F. P. Meserve was its first proprietor, and the house was opened for the accommodation of guests on Monday, September 26, 1871. Thirteen days later it was a heap of smouldering ruins.

The great conflagration found Chicago, even then, the metropolis of a vast section which had been almost an unbroken prairie less than half a century before. The city could boast (and justly) of its marble business blocks, which, in point of architectural beauty, far surpassed the unsightly, ill-proportioned "sky-scrapers" of later years. Her commerce was extending over waterways and iron roads, and month by month the hum of industry was increasing in her workshops. Strangers from every portion of the land were constant visitors within her gates, and not the least source of her pride was the ability of her hotels—admittedly the best in the West—to accommodate a vast throng of travelers and cater to their needs. Their business had grown, their numbers had multiplied, and their appointments were constantly more nearly approaching the standard of perfection. When the ashes of October, 1871, had cooled, scarcely one of the city's



J. Louis Cochran.

THE END

hostelries was not a ruin. This great business had been practically wiped out.

Yet the "great fire" unquestionably proved an ultimate advantage to this class of business men. The flames had devoured everything in the heart of the city, which was to be rebuilt, and its trade and commerce and manufactures to be rehabilitated upon a vastly grander scale. The field, thus widened, was practically left to be trodden anew, and the projectors of new enterprises, who had hitherto been timorous in view of established competition, were inspired with new courage. In other words, schemes which had been held in abeyance soon began to develop into realization.

The enterprise of John B. Drake in finding a new location for the Tremont House has been already described. It found its parallel in the renting, by Gage and Rice, proprietors of the Sherman, while their own hotel was still a heated ruin, of the Gault House, on the west side. The latter was the only hotel of prominence left standing on the west side, and, being situated on West Madison street, between Canal and Clinton streets, was in a location to attract much of the transient trade.* Such other establishments as found it possible sought temporary quarters. Thus the Clifton rented the premises at the northwest corner of West Washington and Halsted streets; the Briggs House temporarily re-opened on West Madison street, and so with others.

Rebuilding went forward with all the speed possible, but knowledge had been dearly bought in the school of experience, and new and improved methods of construction were adopted. The result is best evidenced by the fact that since 1871 Chicago has had but one "hotel horror"—that of the ill-fated "Langham," in 1885.

The first important new house to open its doors (in August, 1872), was Kuhn's (afterward the Windsor) Hotel, on Dearborn street,

a little south of Madison. It was built upon school land, leased for ninety-nine years by Thomas Mackin and Samuel Gregston. The latter subsequently became the proprietor.

Next came the Gardner, on Michigan avenue, at the corner of Congress street, which opened on October 1, 1872. It was named after H. H. Gardner, who, in connection with Frederick Gould, conducted the house until 1881, when Warren F. Leland became proprietor and changed the name to the Leland Hotel. In 1892 Mr. Leland retired; the property was purchased by a syndicate.

The Commercial, on the northwest corner of Lake and Dearborn streets, and the Grand Central, on Market street, soon followed, and later (in 1873) were thrown open the doors of several leading houses, notably the Grand Pacific, the new Palmer, Sherman, Tremont and Briggs.

Work on the first of these (the Grand Pacific) was begun in 1869, when was incorporated the Pacific Hotel Company, in which the Chicago, Rock Island & Pacific and the Lake Shore and Michigan Southern railway companies were largely interested. The block bounded by Clark, Jackson, LaSalle and Quincy streets was leased from P. F. W. Peck, and the building commenced after the plans of leading American hotels had been thoroughly examined and compared. By October, 1871, the great house—designed to be without a rival in perfection of appointment—was nearly completed; but when the demon of destruction had completed his work only a picturesque ruin stood as a monument of a magnificent enterprise. Rebuilding was at once begun, and in June, 1873, Gage Brothers and Rice were prepared to receive guests in what was then one of the most palatial hotels of the civilized world. John B. Drake became purchaser in 1874 and assumed formal possession in 1875, the style of the firm becoming John B. Drake & Co., later Drake, Parker & Co. In 1891 the leasehold was purchased by L. Z. Leiter.

*The impetus thus given to the "Gault" has resulted in that hostelry securing an enviable rank among Chicago hotels.

The new Sherman House was opened a month earlier—in May, 1873. After several changes of proprietorship it passed, Sherman House. in 1882, into the hands of the veteran hotel man, J. Irving Pearce.

Potter Palmer decided to select a new site for the hotel which bears his name, and in the autumn of 1873 opened the Palmer House. reconstructed Palmer House, on the southeast corner of State and Monroe streets. In altitude, dimensions and elegance, it cast its predecessor completely into the shade. Indeed, its size and magnificence formed a theme for newspaper comment throughout the country, and it still maintains its position as one of the leading hotels of the city.

The Tremont (the fourth of that name in Chicago) was opened about the same time, but on the diagonal corner—the Tremont. southeast corner of Dearborn and Lake streets. The material of the outer walls of the new structure was Amherst sandstone, and the interior was far more spacious and handsome than that of the old Tremont, so popular with the traveling public.

The proprietors of the Briggs re-opened at the former location, the northeast corner of Briggs House. Randolph street and Fifth avenue, while the Clifton established itself at the intersection of Wabash avenue and Monroe street.

Among other (European) hotels on the south side opened between 1870 and 1880 which have become well-known may be mentioned McCoy's (Clark street, corner of Van Buren), and Burke's (Madison street, between Clark and La Salle.) Other hotels which have attained prominence are the Brevoort and the Revere, the latter in the north division. The former was opened in 1880 in two high-stoop houses on Madison street, between La Salle and Clark, and some five years later was remodeled, enlarged and greatly improved. As regards the Revere, a curious co-incident may be mentioned. As the first house of that name on the south side gave way—as has been

already said—to a business block erected by Cyrus H. McCormick, so did its successor at the corner of North Clark and Kinzie. The third Revere was built by Thomas Mackin, one of the original owners of the Windsor, in 1872, on North Clark street, at the corner of the alley directly north of its former site.

A new departure in Chicago hotel keeping was made in January, 1885, when H. V. Richelieu Hotel Bemis built and opened the Richelieu. The house itself was not large, occupying the rather narrow frontage at Nos. 187 and 188 Michigan avenue, and its dimensions being 60 feet by 185 feet. While small, however, it was undoubtedly at that time the most elegant (as it perhaps was the most expensive) of Chicago hosteleries. Over its entrance stands a marble statue of Jean du Plessis, Cardinal de Richelieu, by Le June, a famous French sculptor. All its equipments were upon a scale of sumptuousness befitting a private mansion whose owner recognized no limit of expense. Guests were served upon the finest china produced by the most famous potteries of the world, and upon solid gold and silver plate, quaffed the choicest vintages of southern Europe from costly cut glass, sat at tables spread with the finest damask, and were afforded an opportunity to cultivate their aesthetic tastes by gazing upon paintings costing thousands of dollars each. The house has lost none of its pristine excellence, and occupies to-day a unique position among the caravansaries of the world.

From that day to the present large hotels have multiplied in Chicago, each striving to outdo its rival, while the old Auditorium. establishments have kept fully abreast of them. Perhaps one of the most notable events of later years, in hotel history, has been the opening of the Auditorium in 1888. The house adjoins the mammoth theatre and opera house of the same name and is owned (although not conducted) by the same corporation. In many of its features it stands alone among Chicago hotels. While

surpassing all others in size, it has so rapidly grown in public favor that an extensive addition was made in 1892; the former part being conducted on the American, and the latter on the European plan.

The business of hotel keeping in Chicago has been practically reduced to a science. In the residence districts are houses which make a specialty of catering to the wants of families, who find their surroundings so pleasant that they have no wish to change them for others; while in the business section may be found establishments suited to all tastes and all purses. Probably no other city on the habitable globe excels her in this

particular. With the prospect of the opening of the World's Fair the number multiplied beyond all precedent, and costly structures were erected in sections where, a few years ago, the opening of a house of public entertainment would have been regarded as an act of sheer insanity. To enumerate all these houses would be to weary the reader by very prolixity. It may be enough to say that the capital invested in the hotel business of Chicago at the close of 1893 ran up into the tens of millions of dollars, and that in the matter of capacity they can comfortably accommodate more than 150,000 persons.

CHAPTER XVIII.

BIOGRAPHICAL.

IN the foregoing pages is traced the beginning, growth and maturity of a concrete thing, Chicago. But the concrete is but the aggregate result of individual labor. The acts and characters of men, like the several faces that compose a composite picture, are wrought together into a compact or heterogeneous whole. History is condensed biography; "biography is history teaching by example."

It is interesting, and not altogether uninteresting to rise above the generalization of history and trace, in the careers of the men from whom it sprang the principles and influences, the impulses and ambitions, the labors, struggles and triumphs that engrossed their lives.

In the pages that follow are gathered up, with as much detail as the limits of the work allow, the personal history of many of the most notable men who have made Chicago what it is. In each biography may be traced some feature which influenced, or has been stamped upon, the civic life.

Here are pioneers who, "when the fullness of time had come," came from widely scattered sources, some from beyond the sea, impelled by diverse motives, little conscious of the import of their acts, and but dimly anticipating the mighty harvest which would spring from their sowing. They built their little cabins along the sluggish river, among oozy bogs and on sandy knolls, toiling for a present subsistence while laying the foundations of private fortunes and civic greatness.

"Then Rome was poor; and there you might behold
The palace thatched with straw, now roofed with
gold."

Most have passed away, but not before they beheld a development of business and population surpassing the wildest dreams of fancy. A few yet remain, whose years have passed the allotted three score and ten and who love to recount, among the cherished memories of their lives, their reminiscences of early days in Chicago.

Among these early, hardy settlers and those who followed them may be found the names of many who imparted the first impulse to the city's commerce; of not a few who, through their identification with the building trades, aided in her material growth; of skilled mechanics, who first laid the foundations of Chicago's vast manufacturing industries; and of the members of the learned professions—clergymen, physicians, educators and lawyers—whose influence upon the intellectual life and development of an infant community it is difficult to over-estimate.

A few years pass, and municipal institutions arise, commerce spreads her sails and prepares the way for the magic of science that drives the locomotive engine over iron rails. Trade is organized through the creation of boards, stretching its arms across the prairie to gather in and distribute the products of the soil. Church spires rise to express, in architectural form, the faith and aspirations of the people, while colleges and studios elevate the standards of education and of

artistic taste. And, almost as at the bidding of a wizard, Chicago stands before the world, the wonder of modern civilization, a metropolis; having garnered, in a little more than half a century, those precious fruits which, in other lands, it has required hundreds of years of laborious culture to bring to maturity, and reckoning her wealth in figures surpassing the accumulation of centuries in less favored cities.

Here are the men through whose labors, faith and thought, these magnificent results have been achieved. To them and to their co-laborers, of whom they are types, the marvelous City of the Lakes stands an enduring monument, attesting their faith, their energy, their courage and their self-sacrifice. Behold the men,

"From whence the race of Alban fathers come,
And the long glories of majestic Rome."

PHILIP F. W. PECK.

The first settlers in a new county or city, independently of any intrinsic qualities which they possess, are objects of peculiar interest in succeeding generations. Men delight to read their names and treasure in memory the slightest incident connected with their persons and their settlement. The Pilgrims of New England and the Colonists of Virginia, as the years go by, are gradually raised from the level of common humanity and placed before our contemplation on pedestals, challenging the admiration and respect of posterity. Each successive step in the settlement of the country, as adventurous pioneers pushed out from the populous centres into the rapidly receding wilderness, has brought to notice enterprising men, who have connected their names indissolubly with rising States and embryo cities.

While he was not the first inhabitant or the oldest resident of Chicago, Mr. P. F. W. Peck was the first genuine immigrant who made a permanent settlement in what became, during his lifetime, the great inland metropolis of the country. His arrival here was in the summer of 1830. Previous to that time Fort Dearborn had been intermittently occupied by soldiers and agents of the United States, and about its wooden palisades had gathered a few families of French origin and mixed blood, occupied in trade with the wild Indian tribes. Only the autumn before the "Town of Chicago" had

been marked out by surveyors on a section of canal land, but had no vestige of life, save the few hangers-on of the military post, and no habitations save their rude log cabins, and only two or three of such. Chief among the primeval inhabitants were J. B. Beaubien, and John and Robert A. Kinzie and their families. About the time of Mr. Peck's arrival, at least during the same year, came T. J. V. Owen, G. Kercheval, John Miller and his brother Samuel. These constituted the leading residents of Chicago at the close of the year 1830.

Mr. Peck was a native of Providence, R. I., born in 1809. His ancestry was of the typical New England kind, and his nurture and training befitted the region of his birth. He possessed qualities of understanding and will, of enterprise and perseverance, of foresight and sagacity, characteristic of the region and race from which he sprang. His parents were prominent people, his father having been a wholesale merchant, who lost his fortune by indorsing for a friend. They gave their son an education befitting their circumstances in life. The young man went to New York, when quite young, where he spent some years in a mercantile house. At the age of twenty-one years he set out on a long and tedious journey, in search of a place in which to embark in trade. He followed no beaten tracks, sought no populous region, but launched into the almost unexplored and quite generally unknown West. His idea

was obviously to lay foundations in the wilderness on which to build up his future career. How marvelously have his youthful visions been fulfilled! Where at the time of his coming existed neither population nor production, arose within half a century, and during his own life, the greatest centre of inland trade on the continent, and around it a new empire had arisen, more populous, more productive and more opulent than the whole of New England at the time of his departure.

It is a subject of curious speculation what indications led him to adopt this then unattractive place as the scene of his contemplated operations. That it was a deliberate conclusion as well as a wise foresight, the result abundantly proves. Water routes were at that period the avenues of commerce. The most vivid imagination had not then conceived the transformation which was soon to take place by the introduction of the iron rail and steam locomotion. A natural water route, by way of Green Bay and the Wolf and Wisconsin rivers, offered an easy connection between the upper lakes and the Mississippi river. The south end of Lake Michigan seemed to offer a convenient place of distribution to the rich and attractive lands stretching towards the Ohio. At Chicago there was a short and sluggish river leading towards the divide which separated the lake from the Illinois river, but its mouth was obstructed by a sand bar, and there was no harbor in which vessels could find refuge from the wild gales that swept the lake. Yet here was a point already known to the pioneers and settlers of the time as an ancient military post, and a trading point for the exchange of goods for the pelts brought in by the Indians and the scarcely less wild *couriers des bois* of the Western wilderness. Above all these attractions the Government had already made a grant of public lands to open canal navigation from the lakes to the Illinois river, and here the surveyors had fixed its eastern terminus. These were controlling elements in

the conclusion that here would arise an inland metropolis that would become a considerable centre of trade. In the slow development which Western growth had hitherto experienced it required patience and resolution to induce an enterprising young man to settle down and await the slow progress of anticipated events, but Mr. Peck was a man whose qualities were equal to the exigencies of the situation. His decision once made, he returned to New York and purchased, through the favor of his former employers, who had sufficient confidence in his integrity to extend to him a credit, a stock of merchandise. This he accompanied, by way of the Erie canal and through the lakes, in a schooner; and, gathering logs from the surrounding prairie, he erected a small tenement in which he displayed his goods. Thus he opened a business which, pursued with unflagging resolution and active industry, was destined to bring him a fortune, and link his name with the commercial greatness of the wonderful metropolis of the West. The little log store was close to Fort Dearborn, but it was only a temporary location. Mr. Peck set about the erection of a two-story frame structure (the first in the village) on what is now the southeast corner of La Salle and South Water streets. It was no small undertaking. The lumber, sawed from black walnut trees, was brought from Detroit by a boat. Mechanics and building material were almost unobtainable, and it was some time before the imposing structure was fully completed. But it was occupied, and the goods moved from the log store into it, in the fall of 1831.

He was not permitted to pursue his merchandising in peace. The frontier settlers lived in the midst of continual alarms and were harrassed, and often massacred, by the wild natives that surrounded their settlements. The very next year a formidable Indian uprising called the pioneer settlers from their varied occupations, to protect their interests from the marauding attacks of the Sac and Fox tribe, and Mr. Peck enrolled

his name in a company of mounted volunteers, under command of Captain John Napier, whose acquaintance he had made while they were fellow-travelers, from service in which company he was relieved only by the arrival of General Scott, with United States troops, to suppress the formidable Black Hawk war. A second detachment of troops for the garrison arrived in May, 1833, bringing, besides soldiers and munitions of war, Reverend Jeremiah Porter, and the nucleus of a Protestant church. The minister was received with gladness, and Mr. Peck extended to him the hospitality that gave him a lodging place and study in the second story of his store building. In this little sanctuary was held one of the earliest Sunday-schools organized in the town. Mr. Peck pursued with undeviating steadiness of purpose his mercantile business, while he was not unmindful of civil duties. His name was inscribed on the roll of the Pioneer Hook and Ladder Company, which was organized October 20th, 1835, and he was appointed Second Assistant Engineer of the infant Fire Department.

The same year he was married to Miss Mary K. Wythe, a lady who had come to Chicago from Philadelphia, and the following year he erected at the southwest corner of Washington and LaSalle streets a brick dwelling for a residence, the first structure of that material put up in the town, and upon which site now stands the elegant new Chicago Stock Exchange building.

Mr. Peck had confidence in Chicago. This was manifested in his buying and persistent holding of real estate. He was a purchaser of lots at the first sale made of Chicago property by the trustees of the canal lands, the terms of which were one-quarter cash and notes for installments payable in one, two and three years. The financial reverses of 1836 caused every buyer, except Mr. Peck, to forfeit his purchases. He alone made the second payment on his lots, thus showing his confidence in the future,

as well as his prudence and financial ability. Indeed he kept his affairs so well in hand that the panic of that period did not seriously embarrass him, and ten years later he was credited, says a writer of that period, "with having \$40,000 in cash locked in an iron safe in his dwelling, and was considered nearly as wealthy as John Jacob Astor." Much of the real estate purchased by Mr. Peck in those early days he improved and retained during his life time, and it now constitutes a portion of one of the largest estates that has ever been accumulated in Chicago. As his fortune grew he discontinued his mercantile business, being occupied with the management of his rapidly augmenting real estate interests. Circumstances connected with his early pursuits had made him essentially a business man. He possessed and developed a wonderful faculty of accumulation. The opportunities of building up a fortune in trade and investment were so abundant that they became absorbing and occupied his thought and labor, almost to the exclusion of other and more genial pursuits. The features of his calm and thoughtful face, as they are portrayed in the life-like engraving that appears elsewhere, show a highly intellectual character, which, with other environments, might have made him an author or leader in professional life. They are, as Shakespeare says, "sicklied o'er with the pale cast of thought," rather than marked with acquisitiveness or marred by the stamp of greed. He was a regular attendant at public worship of the Baptist church, of which Mrs. Peck was a member, and was a liberal supporter of the institutions of religion, education and charity in the city.

Mr. Peck had laid the foundation of a great fortune, but did not live to see its culmination. His residence, which was one of a number of fine houses on Michigan avenue known as Terrace Row, was destroyed in the great fire of 1871. He only survived the conflagration by a few days. Taking refuge in the house of one of his sons, he

met with an accident, which terminated his life on the 23d of October of that year. Of his family of eight children four died in infancy; one, Harold S. Peck, survived until within a few years, and three, Walter L.,

Clarence I. and Ferdinand W. Peck, are leading citizens of Chicago. Mrs. Peck also survives to enjoy, in a serene old age, the memories of a thrilling life and the product of a prudent and marvelously fruitful industry.

PHILO CARPENTER.

Philo Carpenter was born in the town of Savoy, Mass., on the 27th of February, 1805. His earliest American ancestor was William Carpenter, who emigrated from Southampton, England, in 1635, and settled at Weymouth, Mass. Nathaniel Carpenter, the paternal grandfather of Philo, resigned a captaincy in the British navy at the beginning of the Revolutionary war, to take part in the struggle of the colonies against oppression, and at its close held the important command of the post at West Point. His maternal grandfather was also a soldier of the Revolutionary army. His father, Abel Carpenter, was a farmer among the rugged and picturesque hills of Berkshire county, Mass. His ancestors were among the sturdy yeomanry of New England; simple in their habits, industrious in their calling and pious in their lives. They inherited the sterling qualities and strong religious faith of the Pilgrims, and transmitted them to their offspring. Thus the Pilgrim faith, in its simplicity and purity, was transmitted from New England to the West, and planted in Chicago at the very beginning of its settlement.

Until his twenty-first year Philo remained with his parents, with the employments and experience of the average boy brought up among the hill towns, during which time he was privileged to attend the academy at the neighboring town of South Adams.

In 1828 he went to Troy, N. Y., engaging as clerk in the drug store of Dr. Amatus Robbins and entering himself also as a student of medicine. The commercial interest prevailed over the professional, and he became partner in the drug business. The loss

of his young wife a few months after his marriage, in 1830, no doubt unsettled him and opened his mind to a new adventure. At the end of two years, inspired by the narrative of a young cousin, who had returned from a then adventurous journey to the West, and no doubt led by Providence, he embarked at Buffalo on the steamer *Enterprise*, Capt. Walker, and was landed at Detroit. Thence he took passage in the wagon that carried the weekly mail across the prairies of Michigan to Niles, where he embarked his effects upon a flat boat and floated down the St. Joe river to its mouth. Here he met with an unexpected obstruction. The cholera was prevailing at Fort Dearborn, and all ordinary intercourse had been suspended. With a fellow traveler he hired two Indians, who towed them in a canoe around the south end of Lake Michigan, and in due time, after a tedious trip, landed them on the site of the future city of Chicago. It was in the month of July, 1832, and the place of landing was the lake shore, opposite where the Douglas monument now stands. From thence they were transported to Fort Dearborn with an ox team by Joe Ellis, who lived in a log cabin near the place.

The view which met the eye of the immigrant was not an inviting one. On the one side lay the placid waters of the lake, unruffled by the keel of commerce. On the other stretched away towards the Western horizon the flat prairie, covered with sedgy grass and dotted with copses of stunted growth, through which the river wound its level course and poured its sluggish waters with scarcely perceptible current. Nestling

upon its right bank, behind low palisades, were the quarters of the garrison, while about the river banks, widely scattered and in irregular order, stood the habitations, constructed mostly of unhewn logs, of less than two hundred souls, mostly half-breed Indians.

As the young settler viewed the scene his courage did not relax. He may have studied the situation and, with the eye of a seer, perhaps forecast the time, which he lived to see, when the then silent prairies should be crossed by the noisy highways of commerce, taking the cargoes which the waterways stretching to the eastward should bring to them, and pouring into the garner of a city a wealth of products of the forest, the mine and the soil, which the teeming region of the West, soon to be peopled with an inflowing tide of restless immigrants, should send in return. Upon the banks of the converging rivers and along the shores of the rippling lake, would arise great warehouses, stores of merchandise, workshops and stately temples of trade, education and religion, while through the intricate streets of a city would flow ceaseless tides of travel, and along them would dwell an uncounted multitude of people. To stand on the threshold of such an opening future, to be one among those who should give direction and character to its rising institutions, was enough to calm the impatience and stimulate the ambition of any but a sluggard. To the humble son of New England, it was the call of God to a life of sacrifice and consecration. With little hesitation and no misgivings Mr. Carpenter awaited the arrival of his goods, and procuring the lease of a small log house standing near the river on the line of the future Lake street, opened his store of drugs. In the early winter he moved into better quarters, and the next summer built and occupied a store on what is now South Water street, between La Salle and Fifth avenue. He added to his stock salt, sugar, hardware and other staple goods. Sales in-

creased, and his store became a favorite place for trade from a wide district of sparsely settled country. After ten years the business was removed to a store on Lake street, where it continued to prosper for several years and until the pressure of other engagements impelled him to dispose of it and retire from the mercantile business.

One engaged in trade at that early period almost inevitably acquired more or less land. It was the cheapest commodity in the market. Alternate sections had been granted to the State to aid in the construction of the Illinois and Michigan canal; the residue was either owned by the government, or had been occupied by pre-emptors.

Mr. Carpenter was no speculator, but he invested some of the surplus of his accumulations in real estate, which eventually became of great value and proved, as was the case with many others, the source of a large fortune. He purchased a quarter-section lying nine miles up the north branch of the river from Billy Caldwell, a half-breed, for \$1.25 per acre, to which another tract of forty acres was added. He entered another quarter-section in the west division for a farm. His purchase was criticised at the time as being "so far from the city." It was bounded by Halsted, Madison and Kinzie streets, and a line running from Kinzie midway between Ann and Elizabeth streets to Madison, and was laid out as Carpenter's addition to Chicago. Other purchases were two lots on South Water street, forty feet frontage, at a cost of \$75, and a lot on La-Salle street, 25x180 feet, for \$25. Such were ruling prices of Chicago lots in the thirties.

So much for material things. The most faithful labors of Mr. Carpenter's long life, and those which leave behind them the fragrance of a blessed memory, were devoted to the foundation and building up of institutions of religion, education and charity. These were incessant and manifold. Within a month after his arrival, on the 19th of

August, 1832, he organized a Sunday school, one of the first in Chicago, composed of thirteen children and five adults. It met in the upper room of a store, on the lot afterward occupied by Crerar, Adams & Co. The school still exists as the Home Sunday school of the First Presbyterian church. Rev. Jeremiah Porter, the pioneer Protestant minister of Chicago, came to Fort Dearborn with troops from Fort Brady at the Sault Ste Marie, and preached a sermon in the carpenter's shop of the garrison on the 19th of May, 1833. On the 26th of June following he organized the First Presbyterian church, consisting, besides soldiers who had accompanied him from Fort Brady and who were members of his church there, of nine citizens, of whom Mr. Carpenter was one. He continued this connection, serving as an elder, for fourteen years, when he united with others in the organization of the Third Presbyterian church, of which he was also chosen elder. He had been reared a Congregationalist, but, as at that time there were no churches of that order in the West, and deeming it better to be in fellowship with the church already established, he gave up his own preference and affiliated with the Presbyterians. The pleasant communion was harshly interrupted in 1851 by the action of the Presbytery in cutting off a majority of the members of the Third church on account of their strong protest in relation to the attitude of its representative courts on the subject of slavery. The church members were abolitionists, and their zeal had been stimulated by the atrocities perpetrated by the sympathizers with slavery in the assassination of Lovejoy at Alton and other acts of violence.

It happened that a room in which the meetings of the church were held had been built by Mr. Carpenter and never transferred to the church. To this the little body of excommunicated, but faithful, professors of the faith repaired, and for some months conducted stated worship.

This *emeute* resulted in the introduction of Congregationalism into Chicago in the formation of the First Congregational Church, of which Mr. Carpenter was chosen deacon. He had now returned unto his own, and henceforth was a leading instrumentality in promotion of the Congregational polity in the West and in founding and strengthening its churches and institutions.

Deacon Carpenter was a member of the first board of directors and of the executive committee of the Chicago Theological Seminary, to which he gave much thought and made munificent donations, amounting during his lifetime to over \$60,000, in recognition of which one of its buildings was named "Carpenter Hall." By the provisions of his will the seminary was made residuary legatee of one-fourth of that portion of his estate devoted to benevolent bequests, which has realized not far from \$100,000. He was managing director of the Chicago Bible Society, and an incorporator of the Relief and Aid Society, which did such useful work after the great fire in 1871. He was an active promoter of temperance reform, having, in 1832, prepared and circulated the first temperance pledge among the convivial citizens of that early period. He was opposed to secret organizations for the promotion of temperance or any other object, expending much money, first and last, to oppose their influence.

He was interested in secular education as well as religious, and was a member of the school-board of the city from 1857 to 1865. One of the school-buildings of the city was named for him, to which he gave \$1,000, the interest of which he directed to be distributed for the benefit of the school. He also served the city as a member of its board of health.

A number of incidents are related which serve to illustrate different phases of what may seem, from what has been narrated, to have been a sombre character.

In the early days he had obliged friends

by endorsing their notes, to pay which he borrowed money. The panic of 1837 overtook him with \$8,600 of this amount unpaid. He called the creditors together and, exhibiting to them a complete list of his property, requested them to select enough to pay the debt. The property selected and transferred was double in value the debt and has a present value of between one and two million dollars.

He was no politician, but the enthusiasm of the Tippecanoe campaign of 1840 carried him away with the thousands who in that year overturned the long reign of the Democratic party. He joined a procession to Springfield, which, led by a band of music, trailed a full-rigged brig and a canal boat on wheels, and with baggage wagons, flags, and log cabins awoke the echoes along the prairies and startled the quiet hamlets with its boisterous enthusiasm.

When he returned home with his bride in 1834, he entered the town in a "one-horse shay," which he had brought from the East, the first pleasure carriage which had ever been seen in the town, exciting the applause of the onlookers.

His wife by this second marriage was Miss Ann Thompson, of Saratoga county, N. Y., whom he married in April, 1834. She died in 1866. There were seven children born of the union, three of whom died in infancy. An only son, Theodore, died, after having attained the age of twenty-three years, in 1869. Mrs. Mittie C. Strong died in 1880, leaving two daughters. Mrs. W. W. Cheney, a resident of Chicago, and Mrs. (Rev.) Edward Hildreth, who lives in Los Angeles, Cal., are the surviving daughters.

Mr. Carpenter passed away, full of years, ripe in character and abundant in good works, on the 7th of August, 1886.

HON. JOHN DEAN CATON.

A striking illustration of the truth that individual eminence seemed to be ready in the village for the advent of the city was afforded by the fact that the first practitioner in point of time became the first in distinction, sat on the supreme bench, and at the present writing (1894) is still living, in the full enjoyment of intellectual power. John Dean Caton was born in Monroe county, New York, March 19, 1812. Therefore he was contemporary with the oldest Chicago. The first Fort Dearborn was still standing, for its destruction and the savage massacre of its garrison and the hapless residents about its walls did not occur until he was five months old. He was the son of Robert and Hannah (Dean) Caton. Robert Caton was the son of Robert, who was born in Ireland, had served in the English army, but settled in Maryland long before the revolutionary war, and the name stands high in the best Maryland society of the present

day. Robert (second) was born March 22, 1761, at a plantation owned by his father. He took part (though so young) in the revolutionary war, and, after the peace, settled on the Hudson. He was married three times and had sixteen children; John Dean being the fifteenth, and the third by the third wife, Hannah Dean. They were Quakers.

In 1816 John was taken by his mother (then a widow) to Oneida county, New York, where in straitened circumstances he was brought up and received the beginnings of a common school education. At nine years of age he was set at work, his first earnings (at \$2.50 a month) being represented by a quarter of beef brought proudly home to his mother. Work, even at such wages, was scanty, and he had his winters at school until, at fifteen, he was (pursuant to his father's wishes) set to learn a trade. His eyes troubled him and at seventeen we find

him living with his mother at Utica, New York, where he had the precious boon of nine months at the academy; during which he made such good use of time and opportunity that he could help along the scanty means of his widowed mother with money earned by surveying and by teaching at the school of Mr Grosvenor, in Rome, New York. He learned something of the classics, and, while still teaching and studying, he showed his bent for the law by attempting a little practice in justices' courts. At nineteen he entered the office of Beardsley and Matteson, in Utica, as a student, and afterwards that of James H. Collins, who, in later years, moved to Illinois and became his partner.

He was now twenty-one years old, and had by this time fallen in love with Miss Laura Adelaide Sherrill, of New Hartford, Oneida county, and, with this as an added incentive to effort and enterprise, he started for the West, "to grow up with the country." The move was spontaneous, and the exact destination quite unknown to him. The canal took him to Buffalo, the steamboat Sheldon Thompson landed him in Detroit, a stage carried him to Ann Arbor, and a wagon on to White Pigeon. There he met (accidentally) a married cousin, whose husband, Irad Hill, was working for Doctor Temple, of Chicago, who, with Mr. Hill, was in White Pigeon getting lumber wherewith to build his house in Chicago.

An introduction to Dr. Temple naturally resulted in fixing Chicago as Mr. Caton's stopping-place, and he embarked on a raft of the lumber, and, with his extraordinary strength, was of great help in guiding it down the St Joseph river to Lake Michigan, where it was to be loaded in a schooner for transportation across the lake. He found a schooner (the *Ariadne*), loaded to the guards with lumber and crowded to suffocation with emigrant passengers, and on her he crossed the lake, landing on the well-known sand-spit, which then extended down to about Madison street. Not long after his arrival

from the East, young Mr. Caton set off on horseback for Pekin (about 150 miles down the Illinois river), to pass his examination for admission to the Illinois bar. Justice Lockwood, of the supreme court, was then holding circuit court at Pekin, and the young aspirant entered the court-room and made his business known to the old judge, who received him cordially and introduced him to Stephen T. Logan (afterwards Abraham Lincoln's partner) and other friends, and when court adjourned they all went to the tavern for supper. After supper, he and Judge Lockwood strolled out down the river-bank in the moonlight, and, pausing beside a stump, the old justice began asking the young candidate questions on the theory and practice of the law. After a rather harassing interval the examiner paused and summed up:

"Well, my young friend, you've got a good deal to learn if you ever expect to make a success as a lawyer, but if you study hard I guess you'll do it. I shall give you your license." Nine years later the young friend sat on the supreme bench beside his friendly examiner.

John Spring and John Dean Caton began the practice of law almost together. The first case was a charge of larceny brought against a young fellow who lived at the tavern, by a fellow-boarder, who had lost a package of thirty-six dollars in Bellows-Falls bank bills. Hatch, the loser, retained Caton to recover the money, and he sued out from Squire Heacock a warrant, which was served by constable Reed, and the accused was brought before Heacock for examination preliminary to commitment. Caton demanded that the accused be searched, and he was stripped to his underclothes without the finding of anything. The squire told the fellow to put on his clothes, and he was proceeding with all speed to do so, when Caton noticed a suspicious-looking hump in one of his long stockings. He seized it, and, turning down the stocking, displayed the missing roll of bills. On this

startling development Squire Heacock adjourned the hearing till next day, and the constable confined the thief under a carpenter bench, where he watched him all night.

Next morning, when he was arraigned, Spring and Hamilton appeared for the defence and took a change of venue to Squire Harmon, who held court in the old tannery, on the north side near the river forks. The whole town was now agog with the novel spectacle of a public trial; and Harmon, in order to give all a chance to enjoy the show, adjourned to Wattle's tavern, on the west side, where the case came off with much *éclat*; all the young attorneys "spreading themselves" in their respective speeches. Judge Caton remembers that he dwelt particularly on the enormity of the act of this serpent who had brought crime into this young community where crime had been unknown. The thief was held for trial but the device (then new) of "straw bail" gave him temporary liberty, which he made permanent by running away, as soon as the money was recovered; and as the public had had the fun and excitement of a "lawsuit" nobody cared much what became of the author of this welcome break in the village monotony. If he had been tried and convicted it would have been only the beginning of trouble, for there was no jail wherein to keep him. Young Caton got ten dollars for his fee—the first money he had ever earned in Illinois by his profession—and it just paid the arrears of his board bill.

In December, 1833, Mr. Caton hired of Doctor Temple the back room and attic of his "Temple Building," using the latter as a bed-room and the former as an office, wherein he rented desk-room to his competitor, Spring.

Justice Caton recalls July 12th, 1834, an era in his youthful experience. It was the beginning of his judicial career; the date of his election to the office of justice of the peace, the only public office he ever held

except those of alderman of the city (1837-8) and justice of the supreme court of the State (1843-64). He became its chief justice in 1857. The election of 1834 was a fierce contest, "bringing out every last voter in the precinct, from Clybourne to Hardscrabble and beyond, perhaps even taking in the Calumet Crossing." The government piers had been built and the beginning of a channel had been cut across the immemorial sandbar, but as yet it had never been used. On this memorable day, the schooner "Illinois" chanced to be lying at anchor, and the friends of Caton (George W. Dole and others), to the number of a hundred or more, got ropes to the schooner and dragged her by main force through the unfinished dug-way. Then they decked her with all the bunting in the village, and, hoisting sail, sped triumphantly up the stream to the Forks—the first vessel that ever penetrated the Chicago river. And when the votes were counted the tally showed—John Dean Caton, 182; Josiah C. Goodhue, 47. (Story of Chicago, 130).

In 1835, Squire Caton returned to Oneida county, N. Y., and married Laura Adelaide, daughter of Jacob Sherrill, of New Hartford. The wedding tour, by stage to Buffalo and by lake to Chicago, seemed like a journey through fairyland. The union thus happily formed proved a perfect and ideal marriage, which endured for fifty-seven years, and the ex-Chief Justice and his wife were doubtless the earliest of surviving married couples in Chicago, at the time of Mrs. Caton's death. They sailed the lakes in the brig "Queen Charlotte," one of those captured by Perry in his victory on Lake Erie. She had been sunk in Erie harbor for twenty years; then raised, repaired and put again in commission, and this was her first trip. She had a cannon-ball imbedded in her side.

In 1836 Mr. Caton formed a partnership with Norman B. Judd, and in the same year he built the first dwelling within that part of the "school section" which lies west of

the river; namely: at the southwest corner of Clinton and Harrison streets. Its place was near the present centre of population, but at that time so far from any other residences that it was called the "prairie cottage." It stood, a well known landmark, till 1871, when it fell an early victim to the great fire. An observer timed its destruction, and found that the fierce flames took only eight minutes from the first catching to complete its consumption. The industrial convulsion of 1837 was a severe blow to the enterprising young lawyer; added to which trouble his health began to fail from the unaccustomed confinement. In 1838, under the advice of Dr. Brainard, he took up once more his business of farming; entering a tract of land near Plainfield, which he holds to this day, his pride and delight as a model farm. Thither he moved his family in 1838, but he kept up his law practice unremittingly, and he has the professional gratification to be on record as trying the first jury cases ever tried in Kane and Will counties, as well as in Cook.

In 1842 Mr. Caton was appointed an associate justice of the supreme court. In an article on the Bench and Bar of Chicago his judicial career might have small part, but there was one case that calls for special note. At the October term of the circuit court of Bureau county, Justice Caton presiding, the case of "the People vs. Owen Lovejoy" came up for trial on an indictment for harboring, feeding, secreting, clothing, etc., a certain negro girl named Agnes, and another named Nance. Judge Purple and B. F. Fridley, State's attorney, prosecuting, and James H. Collins and Lovejoy, *pro se*, defending. It came out on the trial (by the claimant's admission) that the girl was not a fugitive, having been brought into Illinois by her owner, on his way to Missouri. Lovejoy, the very soul of fiery eloquence, quoted with great effect the lines of Cowper: "Slaves can not breathe in England. If their lungs receive our air,

that moment they are free—they touch our country and their shackles fall." And added: "If this is the glory of England, is it not equally true of Illinois, the soil consecrated to freedom by the ordinance of 1787 and her own constitution?" Justice Caton charged the jury that "if a man voluntarily brings his slave into a free State, the slave becomes free." And the jury, though hostile, acquitted Lovejoy. Another case involving the same alleged slave was argued and decided in the supreme court. (Bailey vs. Cromwell, III Scam. 71.) Bailey sued Cromwell on a promissory note given by the latter in payment for the slave girl Nance. Judge Logan prosecuted the case and Abraham Lincoln defended, on the ground that the record showed the consideration for the note to have been the ownership of a human being, and that in a free State a human being could not be the subject of sale. The court (by Judge Breese) rendered judgment for the defendant.

Justice Caton's united terms of service, by successive elections, reached twenty-two years, during a large part whereof he held the eminent place of Chief Justice. Late in the forties Judge Caton, almost by accident, became interested in the electric telegraph. He found the enterprise in a state of collapse, the few and scattered lines dilapidated and the credit of the company at the lowest ebb. Here he showed a business capacity which surprised everybody, himself included. He re-organized the company and its apparatus, and caused the system to be adopted by the railways (it had as yet been run on the common roads), where it soon became an absolute necessity. From that time its life was bound up in his. During the war its use was vastly extended, and when, later, the gigantic "Western Union" was organized he made with it such terms as constituted a fortune for himself and his lucky fellow-shareholders.

During this part of his life Judge Caton (as he often said) scarcely knew weariness of

mind or body. The duties of his high office of Chief Justice (his first care) were completed, day by day, before he slept, no matter how much of the night they might demand; and in those days the court was always up with its docket. The business of the telegraph company, vast and varied as it was, he found a mere recreation. In 1864 he left the bench, and since then has devoted himself to his private affairs, to travel and to literary pursuits. Among his published works are "The Antelope and Deer of America," "A Summer in Norway," "Miscellanies" and "Early Bench and Bar of Illinois." His diversion has been the reading of books of travel.

With advancing years a weakness of the eyes, which had troubled him as a boy, returned to cloud the close of life. When near eighty he decided to have the operation of "couching" performed, and the experiment was partly successful. Up to the beginning of 1893, by help of bright, light and strong glasses, he could still enjoy a little of that heaven-born solace of the ageing mind, the reading of books; and after this became impossible a reading-secretary kept up the aged jurist's acquaintance with current literature almost up to the close of life. Even this trial, with another almost as severe, the decay of his powers of locomotion, could not daunt the spirit of the great man. To one intimate with him he said, "I do not repine. I do not lament the advance of age and the loss of faculties; not one bit. I enjoy my life, and thankfully recognize the numberless compensations and alleviations that are mercifully left to me. No: I am well content."

Judge Caton lost a beloved daughter, her mother's namesake, in 1891, and in 1892 Mrs. Caton also passed away. These bereavements were borne with dignity, but it was plain to see that the ties binding him to life were weakening. In August, 1893, a stroke of partial paralysis occurred, and thenceforward his spirit, though as brave, was less

bright than before, and for the first time he began to look upon the approach of death as a relief and a release.

Two children survived Mrs. Caton: Arthur, a Chicago business man, bred to the bar but not practicing, and Caroline, wife of Norman Williams, the distinguished lawyer.

The ex-Chief Justice's memory furnishes innumerable incidents characteristic of the earlier days. Among them is one giving a pleasant glimpse of that *terra incognita*, the room behind the Bench, or conference room, in the supreme court. The case of *Shackelford et ux. vs. Hall*, XIX Ill. 212, was one where a testator had divided his estate equally between a son and two daughters, adding a provision that if either of the daughters should marry before reaching the age of twenty-one she should forfeit her portion. One of the daughters had married a few months before the age limited, and the son brought suit to enforce the forfeiture. All the ordinary considerations were exploited on the trial. The question of the invalidity of any provision in restraint of marriage (as being contrary to public policy) was urged; but the decisions seemed to be uniform that any reasonable restraint, even one where the age had been set at thirty years, had been sustained. To the regret of the entire court the case of the young wife seemed hopeless. As the judges left the bench, Judge Breese expressed himself (with certain emphasis) that it was a shame to try to deprive the girl of her property on account of an error so natural and pardonable as an early marriage. Said he, "can't we find some law that will defeat this swindle?" Judge Caton said there was something hovering about his mind and memory, some intangible impression of a principle which might have a favorable bearing, though the defense had not found it, and he himself could not bring it to mind in concrete form. Upon this Judge Breese bundled up the record and threw it on Judge Caton's desk, telling him to take the job in hand and do what he could with it.

Court had adjourned for the term, and Justice Caton, after writing out all his other opinions, set himself at work on this case. The digests gave him no help, and he went to work at Jarman on Wills. The index gave him no clue; so he went over the text, page by page, as he had when reading law as a student. When he got about a third through the book his eye lighted on the needed paragraph. It set forth the doctrine that where a testator had disposed of his estate in exactly the manner in which it would have descended by law in case of intestacy, but had added a condition of defeasance which would disenherit any of the heirs in case of non-compliance with the condition, then

such condition should not operate against any heir who had not been informed of its existence. Jarman cited cases in which this ruling had been upheld, from the year-books down. Nothing in the record indicated that the young woman was aware of the provision which threatened to deprive her of her portion. Justice Caton looked up all the cases referred to and before court convened next term had written an opinion in favor of the indiscreet young wife. When he presented it to the justices in chambers, Judge Breese slapped him on the back with the cheering cry, "Well done, young man," and the decision is part of the law of the land.

SILAS B. COBB.*

The history of Silas B. Cobb is largely identified with that of the city of Chicago, and no record of either man or community would be complete without full mention of both. A resident of Chicago since 1833, Mr. Cobb has seen the little military post of Fort Dearborn, which he found here at that time, grow to a magnitude and power of which his fondest hopes never, until recent years, conceived. He is one of the few men now living who can say with perfect truth: "This is part of my life-work; with my own hands I have aided in the building up of this great city; my faith in it was strong from the first, and I have the same just pride in its advancement that a father takes in the prosperity and welfare of his child." Mr. Cobb is one of the oldest and most widely known business men of Chicago, where he has moneyed interests of great magnitude. He is now a man of eighty-two, but stronger in mind and body than most men of fifty, and intensely acute and active in all the cares of business or the demands of domestic life. The success which he has

achieved should be a spur to the ambition of every boy in this country, no matter how poor or lowly. Mr. Cobb is the son of Silas W. Cobb and a native of Vermont, having been born in Montpelier, January 23, 1812. His mother, whose maiden name was Hawkes, died when Silas was an infant, and the boy, bereft of maternal care, had to depend, even in his tender years, largely upon his own resources. At an age when most lads are deep in their school studies Silas B. Cobb was an assistant to his father in the latter's ever changing vocations. The elder Cobb found a living by turns in farming, in tanning, and in tavern-keeping, but, when his son became old enough, sent him to a shoemaker to learn that trade. This useful industry, however, was quickly given up for that of harness making, which the lad found more to his liking. As was the custom in those days, young Cobb was regularly apprenticed or "bound out" for a term of years, but had served only twelve months when his employer sold out his shop and business. The new proprietor recognized in Silas a valuable aid, and at once laid claim to him as a part of the chattels he

* For this biography of S. B. Cobb we are indebted to the Century Publishing Company.

had bought. Abolition was not then so much discussed as it was in after years, and there was usually but little question of the master's right to control the services of an apprentice. Silas was only eighteen years old, but his independence and indomitable spirit, which were in large degree responsible for his after successes, fired him to the declaration that "in this case the nigger does not go with the plantation." The new-comer was forced to make another contract with the young apprentice, on much more liberal terms than those of the original agreement. When this was canceled, Mr. Cobb worked as a journeyman harness-maker in Montpelier and other Vermont towns, to the satisfaction of all his customers. There was not the money in the business, however, that he had the right, as a skilled workman, to expect; nine months of hard work and frugal living left him but sixty dollars of savings and he resolved to go West. At this time he was twenty-one years old, a sturdy, self-reliant young man, hopeful of the future, and fearless of the present as long as health favored him. Oliver Goss, of Montpelier, was forming a company to take up some government land, which he had, in a previous expedition, located near what is now Chicago. The journey was then a long, wearisome and expensive one, and Mr. Cobb, Sr., was opposed to his son's undertaking it. But the young man persisted, and one fine day, having made his way with the rest of Oliver Goss's party to Albany, he took passage on an Erie canal packet for Buffalo. When he reached the latter city Mr. Cobb found that, although he had been careful in all his expenditures, there was but seven dollars of his little capital of sixty left. The price of passage to Chicago by the schooner *Atlanta* was just seven dollars, but this did not include board, as each passenger had to provide his own provisions. To most men this would have been an almost insurmountable barrier; as the trip between Buffalo and Chicago was often a

matter of three or four weeks' time. But Mr. Cobb was bound to get through, even if he had to walk or swim, and going boldly to the captain of the schooner he explained his condition. To his surprise the captain told him to buy what provisions he needed for the journey and the remainder of the seven dollars would be accepted as passage money. This seemingly kind offer was accepted, and Mr. Cobb came to Chicago on the *Atlanta*. They had an unusually boisterous voyage, and had been five weeks on the water when the schooner dropped anchor in this port. The young pioneer was, of course, anxious to get ashore at once, but to his disgust the captain detained him on the pretext that the rest of the passage money was due. It was in vain that Mr. Cobb reminded the tricky mariner of the bargain made in Buffalo; he was obdurate, and for three days the captive was tantalized by the sight of the promised land he could not reach. Then a deliverer appeared in the person of a generous stranger, who went aboard the schooner to take passage back to Buffalo and who, on being told of the young man's plight, paid the claim of the extortionate captain and released him.

The Chicago at which Mr. Cobb landed, May 29th, 1833, was a log-hut settlement, populated by about one hundred whites and half-breeds and seventy soldiers. On that day he was actually penniless, his last cent having been given to the captain of the schooner at Buffalo. James Kinzie was just about constructing a rude building of logs and unplanned boards, which he called a hotel. He needed a boss carpenter, and Mr. Cobb, who was compelled to get work of some kind, applied for the job, although he knew nothing whatever of that trade. Fortunately no questions were asked, and Mr. Kinzie gave him charge of the work at two dollars and seventy-five cents a day, which was regarded as a liberal compensation at that time. With the first money he earned he repaid his kind deliverer. Mr. Cobb's pluck, natural shrewdness and ability carried him along success-

fully until a meddlesome Yankee, who coveted the position, underbid him fifty cents a day on wages and clinched it by an exposure of the young man's ignorance of the building trade. With the money which he had earned Mr. Cobb bought a lot of trinkets and began to trade with the Indians, making in this way a little capital, with which he determined to put up a small frame structure of his own. There was no lumber to be had in Chicago and the nearest saw-mill was located at the settlement of Plainfield, Ill., forty miles distant across the unbroken prairie. After getting directions from an old Indian chief, Mr. Cobb set out on foot for Plainfield, to purchase the lumber he required for his building. As there was not even an Indian trail across the prairie he was guided only by the groves of timber that dotted the level expanse at long intervals. There was but one habitation, a settler's shanty, the whole distance. Arriving at his destination, he purchased the lumber he required and set out upon his return, having bargained with a settler near Plainfield for the use of three yoke of oxen and a heavy wagon. He was fairly under way when it began to rain, and the downpour continuing without intermission for three days, transforming the formerly hard, dry surface of the prairie into deep, sticky mud. This trip Mr. Cobb will never forget to his dying day. At night he slept upon the wagon, under an improvised shelter of boards from his load. The pelting rain and the howling of the hungry wolves combined to make the surroundings the most dreary and desolate the young Vermonter had ever experienced.

Continuing his journey, he was compelled from time to time to throw off portions of his load, until on the fourth day, when he reached the Desplaines river, twelve miles from Chicago, he was finally obliged to abandon the last of his lumber, and turning the oxen in the direction of Plainfield, set them adrift to find their way home with the empty

wagon. This they did finally without accident. When the prairie was sufficiently dry, the trip was again made and the lumber collected and safely brought to Chicago. When his building was completed he rented the upper part, and, with thirty dollars furnished by Mr. Goss, bought stock for the harness-shop which he started on the ground floor. This was a partnership arrangement and lasted one year, when Mr. Cobb withdrew, and, removing to larger quarters, began business on his sole account. Trade prospered with him, and in 1848 he sold out at a good profit. Chicago was then about beginning the wonderful growth which has since made it famous, and with his native sagacity Mr. Cobb foresaw that almost any legitimate enterprise, honestly conducted, was sure to succeed. This led him to form a copartnership with William Osborne, in the general boot and shoe and hide and leather trade. Confident as he had been of success, Mr. Cobb found the business profitable beyond his fondest expectations, and in 1852 he retired with a fair fortune. Since then he has confined his operations to real estate investments and the promotion of corporations which, while assuring a fair return on money, would also benefit the city. When Joel Matteson, the proprietor of the old Matteson House, at Randolph and Dearborn streets, died, in 1852, Mr. Cobb was appointed the executor of the estate and guardian of the five children. This trust he held until 1866, and settlement then showed the wisdom of his financial management.

In 1855 Mr. Cobb's business ability was again recognized, by his election as director of the Chicago Gas Light & Coke Company, and a few years later, by his advancement, to the important position of a member of the board of managers. This he held until 1887, when he disposed of his interest and withdrew from the company. One of the greatest improvements in Chicago, due to his enterprise, is the cable railway system, which

was inaugurated while he was president of the Chicago City railway, and constructed largely under his direction and advice. He is still prominent in the councils of this company, and also in those of the west division horse railway, as well as the National Bank of Illinois. For years Mr. Cobb was a controlling spirit in the Chicago and Galena (now the Northwestern) and the Beloit and Madison railroads. Several fine blocks of buildings on Lake and Dearborn streets bear silent testimony to his faith in Chicago realty, and have been very profitable investments.

Mr. Cobb found the habits of economy which had been forced upon him by stern necessity had become second nature. "Habit is a cable. We weave a thread each day, till it becomes so strong we cannot break it." But there was no parsimony in his nature. No more indulgent husband and father ever lived, nor one who has taken more delight in bestowing all the good gifts on his family which his ample means allowed. And not his family only, but the public also, and the city where he has lived for sixty years, have profited by his munificence. Something more than a year ago, the new University of Chicago was engaged in an effort to secure a million dollars with which to erect its buildings. The pledges made were conditioned on the raising of that sum in full within ninety days. At the critical moment in the movement, when the authorities of the university were almost ready to despair, Mr. Cobb came forward of his own motion and proffered \$150,000, and thus assured the success of the undertaking. The following is the letter in which Mr. Cobb announced to the trustees his subscription:

JUNE 9th, 1892.

To the Board of Trustees of the University of Chicago.

GENTLEMEN: I have watched with growing interest the progress of the institution, the care of which has been intrusted to you. As my years increase the desire grows upon me to do something for the city which has been my home for nearly sixty years. I am persuaded that there

is no more important public enterprise than the University of Chicago. It seems to me to deserve the most liberal support of our citizens, and especially does it seem important that the university should, just at this juncture, be enabled to secure the million dollars it is seeking for its buildings and equipments. I, therefore, hereby subscribe \$150,000 on the conditions and terms of the million dollar subscription, and put my proposed gift in this form that the securing of the full million dollars may be more certainly assured. The particular designation of the gift I will make later.

Yours sincerely,
S. B. COBB.

It is believed that up to the time when this subscription was made few, if any, greater ones had ever been made to education by a Chicago citizen at one time. A noble building, the Cobb Lecture Hall, now stands on the University campus, a monument of the builder's liberality and public spirit. As long as the great university endures, this memorial of Silas B. Cobb's life will stand, the corporation being pledged to rebuild the hall should it be destroyed.

This great act of liberality does not stand alone in Mr. Cobb's life. The Presbyterian Hospital, among other benevolent enterprises, has received his help, and he has recently given a very considerable sum to the Humane Society of Chicago, to assist it in purchasing a permanent home. It is great acts of beneficence like these that give the highest meaning to human life, and, without doubt, the greatest happiness to those who perform them. Mr. Cobb will be remembered in Chicago, not only as one of its most successful business men but also as one of its chief public benefactors.

In 1840, he married Maria, the daughter of Daniel Warren, of Warrenville, DuPage county, Ill. How his first acquaintance with her who for nearly half a century shared with him the joys and sorrows of an eventful pioneer life, finally successful, began—Mr. Cobb narrates as follows:

"I arrived at Chicago in the spring of 1833. In October of the same year I was occupying my new shop opposite the Kinzie Hotel, in the building of which my first dollar was earned in Chicago. Standing at my shop one afternoon, talking with a neighbor,

our attention was attracted by the arrival at the hotel of a settler's wagon from the East. With my apron on and my sleeves rolled up, I went with my neighbor to greet the weary travelers and to welcome them to the hospitality of Fort Dearborn, in accordance with the free and easy customs of 'high society' in those days. We learned that the travelers were the Warren family, from Westfield, N. Y., bound for the settlement of Warrenville, in Illinois, where a relative had preceded them about six months previously. There were several young women in the party, two of them twin sisters, whom I thought particularly attractive, so much so that I remarked to my friend, after they had departed, that when I was prosperous enough so that my pantaloons and brogans could be made to meet, I was going to look up those twin sisters and marry one of them or die in trying."

This resolution was adhered to, through years of toil and privation, with the same spirit of determination that characterized his every undertaking, and finally resulted in his marriage, on the 27th of October, 1840, to Miss Maria Warren, "one of the twins."

Mrs. Cobb died May 10th, 1888. To them were born six children, of whom two only survive, viz.: Maria Louise, the wife of William B. Walker, and Bertha, widow of the late William Armour. Those deceased are the first born and only son, Walter, and Lenora, wife of Joseph G. Coleman, and two daughters who died in infancy.

In politics Mr. Cobb was an old-time Whig until the Republican party was organized, and since then has been of that faith. His success in business has been so marked that his methods are of interest to everybody. His rules are: Industry, economy, temperate habits and strict, unswerving integrity. To these he added in early life a resolution to keep out of debt, which he has never broken but two or three times in his long and honorable career.

These facts of Mr. Cobb's life mark him as one of those indomitable beings, few in number at all times but growing very rare in our day, who expect to suffer, to endure, to "die in trying," if need be, for the prizes of life, who know the cost of good work and cheerfully pay it. Upon the strong supporting shoulders of such men as Mr. Silas B. Cobb, little Fort Dearborn was lifted out of the mud and stands to-day the World's Fair city, Chicago—a monument to the courage, energy, industry and heroism of these pioneers—foremost among whom was Mr. Cobb, himself.*

* The following appeared on the guests' register in the Vermont State building at the World's Columbian Exposition over the signature of Mr. Cobb:

CHICAGO, Oct. 30, 1893.

"A native of Vermont, I left Montpelier in April, 1833, and arrived at Fort Dearborn, now the City of Chicago, May 29th of the same year. I have lived in Chicago from that time to the present day. Every building now standing in Chicago has been erected during my residence here."

ALEXANDER N. FULLERTON.

The late Alexander N. Fullerton was one of the first permanent settlers in Chicago. He was one of the twenty-eight voters in the entire adult male population, who met on the 10th of August, 1833, to decide upon the question of incorporating the town. Forty-seven years later, when his life's work closed, the city numbered over half a million. What a transformation his eyes beheld! To few men

has it been given to participate in such a civic growth. Measured by events his life was longer than that of the patriarchs, even that of Methuselah himself, the oldest of the human race.

Mr. Fullerton was of good family, and liberal education. His father, Nathaniel Fullerton, was a wealthy and prominent man in Vermont, being president of a bank at

Bellows Falls for forty years. This son was born in the town of Chester, Vermont, in September, 1804. He passed through a course of academic, collegiate and professional studies of the best character attainable by young men of that day. He graduated in arts at Middlebury College and in law at Litchfield Law School, the most celebrated professional school of the time. After completing his studies a few years were passed at Troy, New York, in attempting to gain a professional footing, a task, then as now, difficult and uncertain. Impatient of the slow advancement which professional life brought and doubtless urged by an unconscious impulse to share in the stirring life of a new community, he turned his back upon the scenes of his youth and became a part of the as yet slender current that passed the boundaries of civilization, ebbing westward beyond the great lakes. By a slow and tedious journey he reached the little settlement that clustered under the walls of Fort Dearborn in the midsummer of 1833. Here was little to arrest the attention of an ambitious young man. Of agriculture, there was none, manufactures did not exist, trade was of the rudest and in simplest commodities. There were no courts, and no contests to be settled by legal acumen. And yet there was something that spoke to his attentive ear of coming greatness. Perhaps he heard as he listened,

"The tread of pioneers of nations yet to be,
The first low wash of waves, where yet shall roll a
human sea."

At all events here he cast his lot, and joined his fortunes to the fate of the infant town. For a few years he attempted to do business as a lawyer. He even formed a law partnership with another young lawyer, Grant Goodrich, the future judge which continued but about a year. When the cholera threatened to devastate the little settlement, he became a member of the Board of Health, whose efforts were fruitless from lack of funds to expend in sanitary improvement.

He was clerk of the Board of Loan Trustees. But there were no courts other than those conducted by the local magistracy, whose jurisdiction was confined to the preservation of the peace and to adjusting disputes of trifling pecuniary importance, and to practice in which little legal learning was required, unless, perhaps, in the argument over some disputed land claim, which was settled in the local land office. The young lawyer, though well prepared for any professional engagement, gradually drifted into business. He had probably some pecuniary assistance from his father; at least he enjoyed the credit which his father's eminent position in financial circles afforded, and made investments in lands both in Chicago and Milwaukee, then rival towns with apparently equal advantages. He bought cheap farming lands in the Northwestern country and timber lands in the Michigan forests. These purchases naturally forced him to take interests in the lumber trade, and he operated a lumber mill in Michigan. His operations became more extended with the growing importance of the city and surrounding country, and he saw his possessions increase in value, under prudent investment and judicious management. As the city extended its boundaries, it included a tract of land owned by him on the north, through which a new avenue was laid, taking his name, "Fullerton avenue." His accumulating means were invested in buildings, one of which, the "Fullerton Block," at the northwest corner of Dearborn and Washington streets, bears his name. Thus as time wore on Mr. Fullerton became altogether divorced from the life of a lawyer and absorbed in business pursuits, taking advantage of the opportunities which the growing business of the city forced upon him.

Mr. Fullerton married Miss Julia Ann Hubbel, a daughter of Judge Silas Hubbel, a prominent lawyer of Clinton county, New York. Mrs. Fullerton was one of the original members of the Second Presbyterian

church, uniting at the foundation of the society in 1842. Three children were born of the marriage, of whom only one, C. W. Fullerton, survived the father. Mr. Fuller-

ton, Sr., was married a second time, in 1858, to Mrs. James Hill, formerly a Miss Richardson, a member of a prominent family of Midland, England. He died September 29, 1880.

ELI SHERBURNE PRESCOTT.

Mr. Eli S. Prescott was one of the pioneers of Chicago. His settlement in the embryo town dates from 1833. Only a few names on the roll of early settlers antedate his, and those by only a single year. He was an associate of Ogden, Carpenter, Cobb, Wentworth, Gale, Caton, and other of their illustrious cotemporaries, whose names are inseparably connected with the foundation of the great city. He was blessed with length of days, having witnessed the development of the city, in population and wealth, from a hamlet to a great metropolis during forty-six years, and finally went to his rest at the ripe age of seventy years.

Mr. Prescott was born in the town of Epsom, N. H., October 28, 1809. He came of a branch of the Prescott family that immigrated from England about 1640, and has been distinguished in the annals of New England for many generations. His father died when he was quite young, and he was left to the care and guidance of his mother, a lady of much refinement and force of character, and grew up through the years of boyhood with relatives engaged in agriculture. He was of studious habit, and aspired to a broader life than was the common lot of farmers' sons. Although the means of the family were limited, he succeeded in gaining an academic education, and entering the New Hampton Institution, New Hampshire, graduated in 1829, at the age of twenty years. The reminiscences of college days show him leader of the village choir, and superintendent of the erection of one of the college buildings, from which facts it is inferred that he possessed vivacity of disposition, and manifested practical ability.

Soon after graduation he went to Sackett's Harbor, N. Y., where he was employed as teacher of the academy and resided for about four years. His residence there seemed to have a promise of permanence, for he took upon himself the family relation, in contracting marriage with Miss Nancy Bowen, of that place.

In 1833 Mr. Prescott came to Chicago in the interest of parties whose acquaintance he had made at the East, for the examination and entry of public lands, a kind of speculative investment which soon assumed large proportions, becoming almost a craze, and measurably aided in precipitating the wild panic of 1837. He found a profitable occupation in surveying lands through the country, an employment for which he had fitted himself while a student at the East. He built a home on Lake street, between La Salle and Wells streets, which locality becoming valuable for business, he removed to the north side, where he built a brick house at the corner of Cass and Illinois streets. On the site of the Lake street residence he erected a store house, one of the first of the great warehouses that have made Chicago famous.

In 1839 Mr. Prescott was elected an alderman of the city, representing the second ward. It was the third year of the municipal government, Benjamin W. Raymond being mayor. His official service was signalized by the laying out of deep lots with alleys between the blocks, in that part of the city which now constitutes one of the busiest portions of Chicago.

During the presidency of Martin Van Buren, on the 4th of March, 1839, Mr. Prescott received the important appointment of

Receiver of the United States Land Office at Chicago. It was a signal testimonial to his prominence in the community and worth of character, but in the event was unfortunate for his tranquility. The safe was robbed of a large sum, and an attempt was made to hold the receiver responsible for the loss. Upon a trial he was exonerated from blame, but so great was his sensibility that he made great sacrifices of his own property to make good to the government the loss.

He resigned the receivership the latter part of September, 1841, and was employed in the engineering department of the Illinois and Michigan canal. Work on the canal having been suspended in consequence of the stringency of the times, many of the choice lands that had been set aside for its construction fell into the hands of foreign bond-holders. Mr. Prescott was employed as agent for these holders, having, in connection with the land office and in the course of his employment as surveyor, become well informed of the situation and value of the public lands, and especially those belonging to the canal in the city of Chicago, and along the line of the canal. His advice and assistance were much sought for by settlers and investors, and he spent some years looking after such matters. Some five years later he was appointed land agent by the canal trustees.

During these years Mr. Prescott was active in political and business affairs. He was a director of the Chicago Hydraulic Company in 1840. This was the predecessor of the city water works, being a private corporation that furnished the first water supply by pumping the water from the lake and distributing it in pipes, which were of wood. The same year his name appears as delegate to a Democratic convention held at Springfield. He was not so thoroughly partisan as to be careless of the respect due to opponents, for in April, 1841, after the death of President William Henry Harrison, he was upon a committee of citizens to devise a

memorial of the distinguished General and President. In 1846 he was serving upon the Democratic congressional committee.

He had great faith in the future of Chicago, and made investments in real estate, in the city and vicinity, and finally embarked in real estate as a business, to which he gave his attention as long as he remained in active business.

In 1855 Mrs. Prescott died. There were two children of the union, Frank M. Prescott, who died in 1877, and Edward Prescott, who resides at Rockville, Maryland. On the 7th of October, 1857, Mr. Prescott married Miss Amanda Crandall, of Alleghany county, New York. Of this marriage the issue was Reverend Philip Maxwell Prescott, a clergyman of the Episcopal church, residing in Washington City, Susie Prescott, who died a number of years ago, and Miss Mary A. Prescott, who with her mother and brother survived him. Soon after this marriage he removed to Portsmouth, N. H., where he remained two years, returning to Chicago. In 1860 he removed to the suburb of Lyons, where he had large property interests, and where he resided for about five years.

In 1872 Mr. Prescott removed to Waukegan, which continued to be his home during the remainder of his life. In 1874 he accompanied his family in an extensive European tour, residing for eighteen months in Stuttgart for the educational advantage of his children. At other times during his life he made less extended trips through the country, always deriving great pleasure from travel.

He was a Democrat in politics, enjoying great influence in the party, but after his unfortunate experience in office as Receiver, he did not desire political promotion. His religious connection was with the Unitarian church, having been one of the first trustees of Unity church.

He was an excellent musician, having, on occasion, presided at the organ at church, as

an amateur performer. He was fond of books, and, as the result of a liberal education in early life and constant familiarity with the literature of the day, he was well informed on literary, scientific and artistic topics, as well as current politics, and was in consequence an interesting and often brilliant conversationalist. He had great refinement of manner, and was gentle and courteous in all his intercourse. One of his most marked characteristics was detestation of whatever was base or ignoble. He had an intuitive perception of character, and would have nothing to do with those whom he regarded as deficient in integrity.

His life was, on the whole, a fortunate and happy one; he had the esteem of his acquaintances, and the love of his friends. As much

honor was bestowed upon him as he was willing to accept. His life passed in serenity. Without being its slave he was diligent in business, which prospered under his hand. He witnessed the marvelous growth of one of the great cities of the continent, of which he himself had placed some of the foundation stones. At the ripe age of seventy years he passed away at his home in Waukegan, January 3, 1879. Nearly all his cotemporaries, the settlers in Chicago in the thirties, have disappeared from the scenes of their early activity. It is the province and delight of history to preserve their names and embalm their memory, for the instruction which they furnish, and the incitement which they afford to coming generations.

SETH CATLIN.

Seth Catlin was a native of the State of Massachusetts, born at Deerfield in the year 1812. He was a descendant of Jean Chauvin, who came from Normandy and settled in Wethersfield, Conn., in 1644. Mr. Catlin came to Chicago in 1834, at the age of twenty-two years. It was a period when the young town began to emerge from the condition of a hamlet and to reach out into the surrounding country with those instrumentalities of commerce which have made her, in the course of half a century, the great interior metropolis of the country.

Mr. Catlin filled many important positions of trust in commercial and banking institutions; for a time being engaged with other contractors in the building of the Illinois and Michigan Canal from Chicago to La Salle.

From 1850 to 1855 he was a member of the firm of G. A. Lindley & Co., in the forwarding and commission business at La Salle, Ill. Returning to Chicago he was employed by the house of Houghteling & Shepard, and had general charge of their

financial interests, in all of which he showed marked adaptation to the systematic arrangement of affairs as well as integrity and uprightness of character. He afterwards impressed himself in a peculiar manner on the arrangement of the commercial system of Chicago.

As early as March, 1848, a meeting of merchants and business men was held for the purpose of organizing a Board of Trade. At this meeting a constitution was submitted and adopted. April 8th, 1849, it assumed corporate character under the general statutes of Illinois.

For some years its proceedings were rather of a social than a business character. The consideration of measures calculated to aid the business and forward the interests of Chicago, rather than the regulation of the trade itself, seemed chiefly to engross its attention.

At the twelfth annual meeting of the board of directors of the Board of Trade, held in their new rooms, South Water and La Salle streets, in the spring of 1858,

Mr. Catlin was elected secretary ; his ability as an accountant and his general business knowledge peculiarly fitting him for that important position. The membership at that time was 377.

Through the intelligent and comprehensive arrangements made by the new secretary, the board entered on a new stage of existence. Up to this time there had been no records kept of the trade and commerce of Chicago. He at once commenced the compilation of statistics, and in that year published the first annual report of the city's business. In this work he was assisted by his sons Richard, George and Charles. Eastern market reports were received, and trading in the staple articles of Chicago commerce

took on new activity. The system arranged by him has been substantially followed to the present time.

Mr. Catlin continued secretary of the board through the remainder of his life. In the latter part of the year 1863 he was affected by a lingering illness, which after a few months terminated his active and useful life on the 19th of January, 1864, at the age of fifty-two years.

His death was regarded as a great loss by the Board of Trade, which adopted resolutions highly commendatory of his fidelity and ability. The board also caused a handsome monument to be erected to his memory at Rosehill cemetery.

STEPHEN F. GALE.

This energetic gentleman, who, at the age of eighty-two years, with the vigorous step and active mind of a man of sixty, still attends to the details of his vast interests, and keeps himself in knowledge and sympathy abreast of the new generation amongst whom he survives, like a monarch of the forest among the younger growths that surround it, is one of the oldest surviving settlers in Chicago. What a transformation to be wrought under the eye and within the mature life of a single living man ! If the span of human life is measured by ideas, by new sensations, the life of this man is longer than that of the patriarchs who drew out centuries amid the monotony of the deserts in the dull round of pastoral pursuits.

Mr. Gale is a native of Exeter, Rockingham county, N. H., where he was born March 8, 1812. The family is one of antiquity and no little repute in New England, where an unusual number of its members have been men of liberal education and conspicuous in many ways in public life. Whatever character or talent he inherited with his name was native, being the out-growth of those subtle influ-

ences which follow the blood from one generation to another, and often reproduce, in a descendant, the long forgotten features and characteristics of a remote ancestor. On his mother's side he was allied to the Easthams, of New Hampshire, who bore a conspicuous and honorable part in the revolutionary war. His mother made a second marriage with Col. James Burley, a prominent citizen of Exeter. When the children of the new connection began to fill up the family board, the lad, at about the age of fourteen years, sought an uncle who belonged to the celebrated publishing firm of Hilliard Gray & Co., in Boston, in whose service he entered, and during five or six years succeeding he learned, by practical devotion to its varied duties, the book and stationer's business. He had little scholastic education, but was endowed with a quick intellect, an inquiring mind, a retentive memory, and a patient and studious habit. To such a young man the opportunities offered by a book store, and the incitements which the intellectual atmosphere surrounding him applied, were a substitute for a liberal education,

more ample in range and detail, if less methodical and disciplinary. During the years of apprenticeship he was more than an office drudge; he had a buoyant and enthusiastic spirit, and entered into the sports and pastimes, social life, and emulation of his fellows, so that when he arrived at his majority he was not only well equipped with a business training, but also conversant with the people of his time, and their ways. At this period, like most young men, he sought a location in which to employ his powers, and earn a living, if not acquire a fortune. Chicago at that time had a name, a military post, a geographical position, and a boundless future for those who would come and wait the departure of the Indians to their new homes west of the Mississippi.

The young man decided upon the western settlement, and in September, 1835, set up his stock of law, medical, school and miscellaneous books, besides a stock of blank books and stationery, in a small tenement on the south side of South Water street, between Clark and La Salle streets. Other immigrants of the time inclined to engage in trade brought, one dry goods, another drugs, another hardware, another leather and harness, another groceries, but no other was so venturesome as to think to make a living out of the sale of books and stationery. However, young Gale adhered to the old adage which bids "a shoe-maker stick to his last." And, with the versatility of a genuine Yankee, he made his stock more attractive by adding cutlery, wall-paper, musical instruments, and an assortment of nameless "notions." By this time a considerable immigration had set in and taken possession of the prairie lands, counties were being organized, and the town itself was rapidly growing. Trade was prosperous. The starting of country schools throughout the State brought a large and increasing demand for educational books, while the trinkets and notions were in no diminished request. There was little competition, the

only other establishment of the kind making a specialty of religious books. The business soon drifted into an exclusively book and stationery line, and the little one story frame store was packed with merchandise, which needed to be often replenished. In 1839 Mr. Gale published a compilation of the statutes of Illinois, which was the first law book ever published in the State, and was known to the older members of the bar as "Gale's Statutes."

A few years later Mr. A. H. Burley, a half-brother of Mr. Gale, came out and was installed as salesman, and in 1842 was taken into partnership, the firm name becoming S. F. Gale & Co. In 1845 another half-brother, Mr. Charles Burley, joined the enterprise, purchasing the interest of Mr. Gale, who retired.

After having become well established in business, Mr. Gale married the youngest daughter of T. W. Smith, one of the judges of the supreme court of Illinois, who had been assigned to act as circuit judge in the Cook county circuit. Mr. Gale established his home at the corner of Dearborn and Washington streets, but afterward removed it to No. 83 Clark street, where he continued to reside during the ten years of his married life. Here his two children were born. They were a daughter, Medora, who became the wife of Col. William Hale Thompson, formerly of the U. S. Navy, and who now survives her husband, who, after resigning his commission, took up his residence in Chicago. The son is Edward F. Gale, now a resident of Massachusetts.

Mr. Gale's retirement from trade in no way separated him from an active participation in the business interests of Chicago. He was an enthusiastic citizen, who had studied her situation and incomparable resources, and had unbounded faith in her possibilities of growth and business. He had, too, an eye to the value of real estate, and did not fear to venture what spare capital he could command in lots and lands,

buying many choice lots in the business part of the town, which could be secured at moderate prices.

At the sales by the canal trustees, he purchased acre tracts on the west side, which was then beyond urban limits, and deemed "in the country." Some of these, held today, constitute whole blocks of choice property, a single lot of which is worth far more than the price of a quarter section in the times of canal sales. While many gigantic fortunes have been built up in Chicago in commerce, in manufacture, and especially in corporate control and management, there has been no surer road to fortune than that offered by real estate, judiciously bought and tenaciously held.

As the town began to grow, its buildings often constructed of inflammable materials and huddled into close proximity with one another, the need of fire protection was most apparent. The only organizations of the time were voluntary, and into them drifted the best young men of the city. The *esprit de corps*, that in other communities seeks to build up military organizations, and to make them "honorable" even before they become "ancient," in Chicago was infused into her fire companies. Chicago will never have any more honorable organizations than the Red Jackets, Niagara, Fire Kings, Hope and Lafayette, of the decade from 1840 to 1850. Proud men marched in their ranks and pulled at their ropes, while fair women graced their social meetings and awarded garlands to the victors.

Of this useful and honorable voluntary fire department, Mr. Gale was for five years, by choice of his associates, made chief engineer, when he was forced by ill-health to decline further service. There is no treasure of his home more prized than the picture which represents him in the uniform of chief; and no memento is more cherished than the old brass trumpet, which represented his official position.

The transportation facilities of Chicago

had, from an early day, enlisted the warmest interest in Mr. Gale's clear vision of her permanent needs. When the work of construction on the Illinois and Michigan canal faltered and was finally suspended from lack of funds for its prosecution, he bestirred himself among the citizens to promote an early resumption. He was actively engaged in the practical measures which gave the first rail connection with the Mississippi river, co-operating with William B. Ogden, John B. Turner and their energetic co-laborers, in securing means, by every honest device of ingenuity and economy, to put the several projects in operation. On the 12th of February, 1849, the Aurora Branch railroad company was incorporated, and Mr. Gale, being one of the original corporators, was chosen its president.

By the first of November, 1850, the line had been completed and cars passed over it from Aurora to Chicago, over the track of the Galena and Chicago Union line. Then Mr. Gale turned his attention to the extension of the road, and it was largely through his efforts that the entire subscription was obtained to build the road from Aurora to Mendota, there to connect with the main line of the Illinois Central railway, then being constructed from Cairo to Galena. By subsequent traffic arrangement and consolidations the several lines now composing the great Chicago, Burlington & Quincy railroad system were united, and by March 1st, 1855, the system was in operation from Chicago to Burlington and Quincy. Thus Mr. Gale, by priority of official position, may be said to have been the pioneer and founder of this great artery of commerce, so fruitful of advantage to the trans-Mississippi region as well as to Chicago. He has also been largely interested in opening and developing some of the most northern coal mines in the State, besides being one of the corporators of a company to develop one of the largest stone quarries in Lemont, Illinois, in which he is still interested.

Mr. Gale has been also interested in many financial institutions, as a matter of business or duty, and has been trustee and director in some where his prudence, sagacity and enterprise, united to an unswerving fidelity, have been of great service in tiding them over the shoals and quicksands which ruin so many great enterprises, and yet he has led among men a comparatively quiet and uneventful life. His religious affiliation, true to his Boston nurture, has been with the Unitarian church. He has fellowshiped and labored with the Church of the Messiah since its organization. In politics he was a Whig until the Republican party took its place, when he adhered to the latter, seeking to promote good government without personal ends. He has never sought or accepted office of any kind. Early in the fifties the two prominent political parties came together for the purpose of nominating a citizens' ticket for the coming municipal election. Mr. Gale received the nomination for

the mayoralty, but was obliged to decline the honor in consequence of other and pressing duties. He was an ardent patriot in the war time, and did good service at the outset in bringing a supply of arms to the State capital. He is a careful and methodical business man, a kind and generous neighbor, a lover of books, and a great reader of current literature, history, and of passing events. He is a man of the present, despite his ripeness of years, alike careless of the dead dogmas of the past, and the unsolvable problems of the future.

While his fellow voyagers in the early life in Chicago have mostly fallen by the way, Mr. Gale yet pursues, when at home, his round of business, diversified with varied reading and the sweet endearments of child and grand-children, while he still enjoys his visits to the old homestead, which remains in the family, and the rugged scenery and bracing air of his native New Hampshire hills.

WILLIAM JONES.

William Jones was born at Charlemont, Franklin county, Mass., on the 22d of October, 1789. His father, also named William, removed to Saratoga county, N. Y., where he died when this son was but fourteen years of age, leaving a family of younger sons and daughters. At nineteen years the care of the family seemed to rest upon him, and seeing the necessity of doing something for their support, he left home to seek his fortune in the West. Before the Erie canal was projected it was a great undertaking to go from the eastern to the western portion of New York, which at that period began to attract the attention of the restless and enterprising sons of New England. The young emigrant found a satisfactory location in the town of Hanover, Chautauqua county, N. Y., where he bought some land, and, having sent for his mother and a sister, settled

down to a farmer's life. His ability at once attracted attention among the settlers of that then new country, who chose him constable and collector, and later he became deputy sheriff of the county. His settlement had so much promise of permanence that he married. The lady was Miss Anna Gregory.

Failing health at length compelled him to change his occupation, and he removed to Buffalo, N. Y., in 1824. There he started in business as a grocer, but was soon appointed light-house keeper at the mouth of Buffalo Creek. When Buffalo became incorporated as a city, the mayor, Dr. Ebenezer Johnson, appointed him chief of police, and he also served as tax collector. He was also employed as deputy superintendent of the government work on the harbor. These various employments show that he was en-

dowed with much versatility of talent, while his subsequent career evinces that he possessed too much enterprise to be content with the capricious occupations incident to public service. Buffalo was already connected with several rising towns along the lakes, through the commerce which was carried on by means of sailing vessels and occasional steamboats, plying as far as Cleveland and Detroit. Looking over the map, Mr. Jones was convinced that beyond these already growing centres of trade there would soon grow up a town at the south westerly bend of Lake Michigan, where the commerce of the lakes must be transhipped to the rich country lying beyond. In the spring of 1831, accompanied by his eldest son, Fernando, he visited the city of New York, and called upon the old Indian trader, John Jacob Astor. His son takes great satisfaction in relating that Mr. Astor informed his father that he was about to establish and build up a town on Green Bay, at the foot of Lake Michigan. He pointed out the location on the map, and said vessels and even steamboats would go from Buffalo and land at this town, which he named Astoria, and build up a great city, predicting that Green Bay would be connected by a canal with the waters of the Mississippi river. But Mr. Jones pointed out Chicago and said: "Your sail vessels and steamers will not stop until they reach the head of the lake and arrive at Chicago, which is to be the great city of the West, and there I am going." Subsequent events have demonstrated whose judgment and foresight was superior in that relative estimate of probabilities. Probably he had heard of the projected canal which was to connect Lake Michigan with the valley of the Mississippi, having its terminus at Chicago.

Impressed with these ideas, in the summer of 1831 he set out on a trip of observation. To Detroit by steamer was a pleasant, though not very speedy, summer excursion. There he took stage for Ann Arbor, thence to

Kalamazoo by wagon, down the St. Joseph river in a skiff, and on to Elkhart. From this point he finished his journey to Chicago on horse-back. Here he found an unoccupied military post, a little hamlet of two or three hundred inhabitants, but to his mind a "promise and potency" of a great future. Content with his observations he returned to Buffalo, and in the following February he again visited Chicago, this time making an investment in real estate. It consisted in the purchase of two lots between Clark and Dearborn streets, one on South Water street, and another on Lake. They were 80 by 100 feet in size, and cost \$100 each. It was a good investment, although at the time the locality was unattractive enough, being a quagmire, and at some times of the year quite inaccessible. This was the first purchase of real estate in Chicago by a non-resident speculator. He also purchased at the school sale, in 1833, block 133 in the school section, on Clark and Twelfth streets, for the paltry sum of \$152.

On his return to Buffalo he advised the workmen who had been employed under him on the harbor, as well as other Buffalo acquaintances, to go to Chicago, buy land and become rich. A goodly number took his advice, including Samuel Jackson, the five Morrison brothers, Alex. McGregor and Star Foot, all of whom became moderately wealthy by the rise in real estate.

In the spring of 1834 he again came to Chicago and, building a store on the South Water street lot, he opened a stove and hardware business, having as a partner Mr. Byram King, of Buffalo. The business was conducted under the firm name of Jones & King, and afterwards Jones, King & Company, Mr. Henry B. Clark having been admitted to the firm.

In the autumn of 1835 he moved to Chicago and occupied a modest cottage on the southeast corner of Randolph and Dearborn streets, then pretty well out in the prairie. To the

trade in hardware was added the foundry business, which subsequently grew into great importance. Mr. Jones invested his means freely in real estate. The panic which swept over the country in 1837 inflicted severe losses upon him, but he soon recovered, and the rebound which followed carried values with ever increasing rapidity upward, and brought him fortune.

Though one of the pioneers of business in Chicago, it is not as a business man that Mr. Jones was most successful in impressing his influence on the rising city. His character, rather than his money, became a force in the community. He was a religious man, with high ideals, inflexible integrity, and firm convictions of the value of education and morality as bases upon which to build up lasting prosperity. To these objects he gave liberally of his time and labor. It is to such minded men, largely products of New England institutions, that Chicago, amidst all the bustle of its streets and the competition in its marts of trade, owes its system of public education, its great libraries, its collections of art, its churches and hospitals, all which have given it a pre-eminence in later years for the culture of the spirit, which in scope and perfection has approached that which has long since been accorded to Boston, as the "Athens of America."

Almost from the beginning of his residence in Chicago, Mr. Jones filled some public positions, not yielding emolument or much fame, but which affected directly the good order of the community or its advancement in education and good citizenship. He was a justice of the peace for several years. Next he represented the third ward in the city council for two years. At the second municipal election, in 1838, he was a candidate on the Democratic ticket for mayor, but was defeated by Buckner S. Morris. He regarded his defeat as a greater honor to him than success brought to his opponent, for he was an inflexible opponent of gambling and a pronounced temperance man,

and did not shrink from a declaration of his purpose, if elected, to prohibit gaming and to discourage, by legal methods, the baneful traffic in intoxicants. This position, in a community given over to the habitual use of spirituous liquors and to occasional debauchery, cost him many votes, and his whig opponent was elected by sixteen majority. He early joined the volunteer fire department and was elected assistant foreman of "Fire Kings."

It was in connection with the public schools that he gave the longest and most efficient service to the public. He was elected a member of the board of school inspectors in 1840 and continued in that office until 1852. During these terms he was three times chosen president of the board of education. His colleagues upon the board in 1840 were, J. Y. Scammon, Isaac N. Arnold, Nathan H. Bolles, John Gray, J. H. Scott and Hiram Hugunin, and it was by such men that he was annually re-elected to preside over the deliberations of the body for eleven years.

Not content with freely giving his time, he opened his purse for the benefit of indigent pupils of the public schools, contributing at one time \$1,000 to buy books for their use. So greatly were his services appreciated that one of the public schools was named for him and carries his name to the present time. He also took a deep interest in higher education, being a member of the board of trustees of the Chicago University and president of its executive committee. At one time he made a donation of \$40,000 in aid of this child of his solicitude, and left the institution \$10,000 in his will. The trustees, in recognition of his generosity, named the new south wing of the institution "Jones Hall," the main building being called "Douglas Hall." Douglas and Jones stood together in persistent labor and pecuniary sacrifices, to nurse the infant life of this fountain of higher education, and now that it has given place to a new institution

with the same name, which has become the beneficiary of millions, the friends of the old University and their early devotion should not be forgotten. In works of charity and humanity he was not less interested. He was one of the founders of the Chicago Orphan Asylum and was president of its board of trustees.

It is by such labors of devotion to the public welfare, not spasmodically rendered as some strong impulse moved him, but systematically, through a course of thirty years, by force of an innate love of humanity, that Mr. Jones had become entitled to wear a halo of honor among the founders of the benevolent institutions of the city, which will endure as long as men continue to honor the memory of their benefactors.

When it is remembered that he was not

bred in academic halls, but commenced his career in poverty and shared the common lot of labor in toilsome occupations and continued to pursue an ordinary business life, his devotion to these high purposes will be regarded as not less rare than honorable. Throughout his life he was highly reputed for honesty, integrity and ability,—virtues which, however homely, bring a higher reward than wealth or civic honor.

Mr. and Mrs. Jones walked hand in hand for twenty years, during the most important era in Chicago's wonderful history. Ten children were born to them, of whom only one survives, Mr. Fernando Jones, a prominent and well-known citizen of Chicago. Mrs. Jones died February 15, 1854, and Mr. Jones on the 18th of January, 1868.

FERNANDO JONES.

This estimable citizen has grown up from boyhood in Chicago, where he still lives, in a hale old age, enjoying the fruits of a busy and well-ordered life, and sharing the wonderful progress which has been made in this phenomenal city, mostly under his own eyes.

By birth he was a citizen of the State of New York, having been born at Forestville, Chautauqua county, on the 26th day of May, 1820. His parents, William and Anna (Gregory) Jones, removed to Buffalo when he, their second child and eldest son, was four years old. While in school at Buffalo he had for a teacher a young man who became president of the United States, Millard Fillmore. Afterwards he pursued his studies at the Fredonia academy, where he was a classmate of Reuben E. Fenton, afterwards governor of the State of New York.

In 1835, when Fernando was fifteen years old, the family removed to Chicago, where his father engaged in the stove and hardware business on South Water street, in which he

was aided by his son. Soon after his arrival in Chicago young Jones, by intercourse with the natives that then frequented the place where they received their annuities, picked up enough of their vernacular to enable him to carry on conversation in the native tongue, by which he made himself useful to the traders and largely because of which he was employed as clerk by the disbursing agent of the government. He was also early engaged as clerk in the United States land offices, and in the office of the trustees of the Illinois and Michigan canal.

From 1837 to 1839 he studied at the academy at Canandaigua, New York, where he occupied the room lately vacated by the young student, Stephen A. Douglas, who had left the institution to read law in the office of John C. Spencer, in Canandaigua, with whom he contracted a friendship that lasted during the life of the distinguished statesman. He was a classmate of the unfortunate Phillip Spencer, son of the secre-

tary of the navy, John C. Spencer, who was executed for alleged mutiny on the brig Somers.

On his return to Chicago Mr. Jones interested himself in the real estate business, in which his father had become engaged, giving his attention to the examination of titles and drawing conveyances. He thus obtained an insight into the system of public records, an intricate and important branch of the real estate business, which afterwards engaged his attention and furnished the important occupation of his life.

About this time, his health becoming impaired, he spent several years at the South, returning invigorated and restored through rest in the equable climate of that region. Later he spent two years at Jackson, Mich., where he was engaged in literary work, editing some monthly publications devoted to temperance, education and agriculture. He next went to Rock Island, Ill., where he remained until 1853, managing some large real estate interests that he had acquired there.

In the last mentioned year he returned to Chicago and soon undertook the great work that employed the best years of his life. Associating with himself a gentleman whose acquaintance he had made at Rock Island, Mr. John D. Brown, he devised a system of abstracts of titles and prepared, with infinite patience and detail, books embodying in compact form all valuable information respecting land titles contained in the public records of the county. Besides Mr. Brown, who retired from the business, Mr. Jones had as partners in the business, at various times, Mr. Robert W. Smith and Mr. Alfred H. Sellers; but until 1871, when the great fire destroyed all the public records as well as the greater part of the private abstracts of title, Mr. Jones kept the management and control of the vast business in his own hands. After the fire the three abstract firms of Chase Brothers, Shortall & Hoard, and Jones & Sellers were consolidated, and the business continued

under the style of Handy, Simmons & Co., and later under the name of Handy & Co. The new firm became the owner of such books and materials belonging to its predecessors as had been saved from the flames, and these records are now owned by the Title Guarantee & Trust Company, of which corporation Henry H. Handy is still in charge of the abstract department. Mr. Jones being thus relieved from active participation in a business, the foundation of which he had laid with great labor and expense, retired. But the knowledge of titles and of values which he had gained made him, in the confused condition which the loss of the records had introduced, of great service in settling disputes and quieting titles, and he is constantly called on for that purpose.

Mr. Jones has held some important civil positions during his residence in Chicago. In 1859 he was elected alderman of the third ward, and served in the city council during the mayoralties of John C. Haines and John Wentworth. He was also supervisor of the town of South Chicago during the war, and as such had civil jurisdiction over Camp Douglas.

He was for a time trustee of the Hospital for the Insane at Jacksonville, and also a trustee of the Chicago Orphan Asylum. He was for many years, and is still, a trustee of the Chicago University.

He has been identified with some large real estate interests and business enterprises, in which he has earned an enviable reputation for public spirit, integrity and capacity.

Having been released from business cares, Mr. Jones, in the early part of the last decade, took his family, consisting of Mrs. Jones, a son and a daughter, and spent several years abroad. They resided for three years at Florence, two years in Paris, and one year in Venice, Rome and Mentone. During this period they accumulated a great store of ancient pictures and objects of art, which render their home a veritable museum of curiosities. Mr. Jones allowed the people

of Chicago to share with him the pleasures and advantages of life in the venerable cities of the old world, by a series of graphic letters, which he furnished for publication in the *Chicago Times*, then conducted by his old friend, Wilbur F. Storey.

Mrs. Jones' maiden name was Jane Graham. She was born in the north of Ireland, and her family early removed to Henry county, Ill. The marriage was contracted July 7, 1853, about the time Mr. Jones left Rock Island. Mrs. Jones is a lady of great force of character, high intelligence and liberal culture. She has been prominently connected with the management of the Chicago

Medical College for Women, and has taken deep interest in measures calculated to improve the education and widen the sphere of her own sex.

Mr. Jones' only daughter, Genevieve, is the widow of the lamented George R. Grant, an attorney of Chicago. The son, Graham Jones, who recently graduated at Harvard College and at the law school in Chicago, is married to Miss Pauline Greene.

The family residence is at No. 1834 Prairie avenue, which, it need not be said after a review of the character of its occupants, is a centre of culture, refinement and hospitality.

CHARLES FOLLANSBEE.

The life of this man, whose active years have been nearly commensurate with the life of the great city which he made his home, began at the town of Paxton, Worcester county, Mass., on the fourteenth day of October, 1810. He was of good parentage. His grandfather, Thomas T. Follansbee, followed the sea, sailing from the port of Boston, where his family resided. His father was Ebenezer, and his mother Clarissa (Taft) Follansbee, residing at Milbury, Mass., where the father carried on a factory for the manufacture of scythes. When Charles was a lad of ten years the family removed to central New York, where, at Watertown, Jefferson county, he was brought up. He had good advantages of education, but, being of a practical turn, he learned the business, which his father was prosecuting on a large scale, and remained beyond his minority, assisting his father in its conduct.

Here, on the 5th of February, 1835, he married Miss Sally Merriam Coburn, a daughter of Hon. Merriam Coburn, of Watertown.

The following May he turned his face toward the setting sun, seeking a home in the wild West, which then began to attract the attention of ambitious young men at

the East. Whether by the exercise of sagacious judgment or affected by that tide which leads men on to fortune, he determined to settle in Chicago. There surely was little in the straggling settlement at that time which was calculated to strike the fancy of a young man who had been reared among the swelling hills and smiling farms of central New York. The entire population did not much exceed that of the rural village whence he had come. The eye that looked upon the unpicturesque landscape needed the keener vision of the seer to discern the gathering multitude, with the bewildering hum of industries and trade that was soon to change alike its character and its future. He joined his fortunes to the rising town and lived, while helping on its growth and sharing its busy life, to see it become the great interior metropolis of the continent.

It was manifestly no place for the scythe-maker to carry on his trade. With the ready adaptability of a man of genuine business instincts he decided to go into trade, and obtaining a building on Lake street, along which clustered nearly all the business of the place, he expended his little capital, using such credit as his character and antecedents

entitled him to, in stocking it with merchandise. It was a general stock, including dry goods, and was offered at retail and in job lots. Probably this was the beginning of the wholesale dry goods trade in Chicago. The business, under prudent management and careful attention, prospered, though for a year or two the times were adverse.

In 1848 Mr. Follansbee was the candidate of the Democratic party for mayor, but he was beaten by his Whig competitor, John P. Chapin.

By 1851, admonished by the state of his health that he ought to seek relief from the care and confinement of business, and thinking that the accumulation of fifteen years of successful effort afforded sufficient means to enable him to live in retirement, he closed the business and took a year's vacation in Europe.

On his return to Chicago he did not resume mercantile business, but gave his attention to his own investments, which had been made largely in real estate. A favorite mode of investment was the building of houses to accommodate the rapidly growing population of the city. First and last he erected more than one hundred tenements of one kind and another. In 1855 he was appointed a member of the board of health, and from 1861 he was a director of the Home Mutual Fire Insurance company. He was among the signers to a call for a war meeting held in Bryan Hall, January 5th, 1861, the largest public meeting which had ever been held in the city, where men of all parties rallied to the defense of the imperiled Union.

In 1865 the banking house of C. Follans-

bee and Son was opened, and continued to do a safe and prosperous business for about twelve years, when, for reasons similar to those which induced him to retire from mercantile life, he closed the business. Henceforth, until his death about ten years later, he lived a life disconnected with the conduct of an active business, but by no means retired from the business and activity of the city.

He was a Mason of high standing, and was the first man in Illinois to join the Apollo Commandery, formed May 15, 1845, and was elected its first treasurer. He was one of the founders of the Chicago Orphan Asylum, and its treasurer from 1864 to 1879.

His career has been one of great activity and uncommon success, due to the exercise of good judgment and the exhibition, under all circumstances, of the strictest integrity. No taint of dishonesty rested upon him. He was plain and unassuming in his conduct, but had the faculty of attaching friends whose esteem, once obtained, was never forfeited. He was tolerant of the opinions and careful of the rights of others, recognizing the equal liberty of all. In all the relations which a man bears in life he was most exemplary, fulfilling the obligations of citizen, husband, father and a neighbor in the kindest manner.

Mr. Follansbee's death occurred June 14, 1887. Besides his wife, who had been a notable woman among the charities of the city, three sons survive, who are among the active and honorable businessmen of Chicago. They are Merrill C., Frank H. and Charles E. Follansbee.

Three other children born to the family passed away before the father.

CAPTAIN PETER F. FLOOD.

Peter F. Flood, one of the best known and universally esteemed vessel-men connected with Chicago's early history, was a native of Ireland, having been born at Kildare, in

Queens county, on November 10, 1812. His father's family had been prominently connected with public affairs in that island since the close of the seventeenth century, one of

his ancestors having been chief justice, and others having held important offices of civil trust.

Peter's father—Mr. James Flood—immigrated from Ireland to this country shortly after the close of the war of 1812, making his home in Vermont in 1817. Growing dissatisfied with life in the Green Mountain State, he removed, with his family, to central New York, taking up his residence at Utica. Here, while the future lake captain was a mere child of twelve years, he died. His widow found herself unable to afford her children (of whom she had several) the educational advantages which she would have wished to give them. Peter went to live at the home of Major Corcoran, near Ogdensburg, a friend of his father and the husband of a daughter of Alexander Hamilton, who died at the hands of Aaron Burr. The boy was denied the opportunity of obtaining any education other than such rudimentary knowledge as he might acquire through a desultory attendance at the public schools during a few months of each year. But young Flood came of stock which had produced barristers and men of affairs, and he promptly entered a protest against this curtailment of his opportunities. By way of answer to this not unreasonable remonstrance, Major Corcoran turned him adrift at the age of fourteen.

With a lad's love of adventure he sought employment on a vessel then fitting out at Ogdensburg for an early lake voyage. Her captain was inclined to demur, but something about the boy indicated a self-reliant, manly disposition, and he took the question under advisement. This determined his vocation in life, and he abandoned the calling only when, through energy, industry and integrity, he had accumulated a moderate fortune.

Nine years later he crossed the bar at the entrance to Chicago harbor as mate of a sailing vessel owned by Fitzhugh & Lyons. From that date until 1865, when he retired

from active business, he sailed between this city and eastern lake ports. From mate he rose to be master, and had scarcely passed the age of thirty when he owned and commanded his own vessel, the "Reindeer," which he bought from the Davidson Brothers in Buffalo. Within a few years he bought a considerably larger craft, which had been christened the "L. P. Hilliard," after a personal friend, who, like himself, was one of Chicago's pioneers. This vessel was wrecked off of Green Bay, and Captain Flood and his crew narrowly escaped with their lives. This was the first serious financial loss which he had encountered, yet — nothing daunted — he bought the schooner "John Webber," which he kept in commission for the carriage of grain and lumber until 1865, when, as has been said, he abandoned his more or less tempestuous marine life for the quiet of a home upon land.

He had early conceived a faith in the appreciation of Chicago realty and had, from time to time, made purchases which attested his level-headed business judgment. Among other parcels which he had bought was one in West Chicago, then far beyond the limits of the infant city, but now at the corner of Monroe and Sangamon streets. It was into a plain frame building on this site that he ushered his bride in 1852. She had been Miss Mary A. Clark, of Broome county, New York. She was born near Binghamton, and, while yet a girl in years, accompanied her husband (who was decidedly her senior) to what was then almost the *terra incognita* of the "far West." The land on which was situated the old homestead has many times quintupled in value, but the title remained in Captain Flood until his death, and is now vested in his widow. Other judicious investments in real estate added to his wealth, and the 'erst-while cabin-boy lived to enjoy an old age of comparative opulence. During the years which followed his retirement he and Mrs. Flood traveled extensively, the captain always preferring a water-route when one

was accessible. Mrs. Flood's experience upon the chopped seas of the lakes had made her a good sailor, and she had few qualms, either physical or mental, in accompanying her husband in a voyage from New York to San Francisco in 1866.

Captain Flood's character was one admirably adapted to his chosen pursuit. Of uncompromising honesty and fearless courage, his heart was always tender. He was a rigid disciplinarian and a man who rarely smiled, yet his sympathies were broad and easily touched and his eyes shone with a latent loving light. During his experience as a lake captain he had frequently to encounter men whose inflamed passions impelled them to deeds of violence to enforce the demands of those who denied others the right to fix their own valuation upon their own labor. To such malcontents he exhibited a firm front. Those who were willing to work he was always ready to protect, and the turbulent spirit of their persecutors was awed and controlled by his simple word,

backed by the expression of a purpose which the disorderly, riotous crowd knew would be carried out to the letter.

In every relation of domestic and commercial life he was a man to be implicitly trusted. Among his business associates his oral promise was reckoned as good as a bond. To the mother from whom the privations of his early life separated him at a tender age he was always a devoted son, and after the lapse of many years his widow still pays a glowing tribute to his devotion as a husband.

His physical constitution was rugged in the extreme. Not until he had passed his seventy-fifth mile-post did he experience sickness. His first illness proved, however, to be his last, and on January 7, 1888, after suffering from pleuro-pneumonia for only six days, at the ripe old age of seventy-five, he entered into rest. His obsequies occurred at the Second Baptist church and his remains were interred at Rosehill. Those who knew him best mourned him most.

GEORGE MANIERRE.

George Manierre was of Norman-French descent. His great-grandfather was one of a company of Huguenots who, during the reign of Louis XIV., emigrated from the western part of Normandy to America and landed at New London, Conn., about the year 1680. There the three succeeding generations of Manierres were born, the future jurist first seeing the light of day in 1817. His father, a merchant, was twice married. Three children survived the first wife: Edward, who became a resident of Chicago in 1834; Elizabeth, who married George W. Snow, one of the city's earliest settlers; and Emmeline, who became the wife of J. B. Gray. After the death of his first wife Judge Manierre's father married her sister, who bore him two sons, George, the subject of the present sketch, and Benjamin. When the

former was about fourteen years of age his mother, then a widow, removed with her two boys to New York.

After a short service as clerk in a banker's office, George entered the law office of Judge John Brinckerhoff and began the study of that profession in which he was afterward to achieve such high distinction. Although he had not received a classical or collegiate education, he very early developed literary ability of a high order. At the age of seventeen he became a contributor to the *New York Mirror*, then edited by George P. Morris, and whose columns were constantly enriched by the writings of such men as Irving, Willis and Bryant. Not a few of young Manierre's contributions, in both prose and verse, were copied, from time to time, into other leading newspapers and periodicals of that day. He

was also a member of the New York Literary Association, whose roll of membership included the names of Horace Greeley, Judge Charles P. Daly, Hon. Elijah Ward and Hon. William B. Maclay. He was at that period, as, indeed, all through his life, a voracious reader and an earnest student. His thirst for knowledge was not easily slaked, and his studies covered a wide range. He delighted to glean in every field of knowledge, but was especially familiar with historical, biographical and poetical authors, while he took a deep interest in the works of writers on the science of government and political economy.

In 1835, at the age of eighteen years, the young law student started to carve out a career for and by himself, in the then uninviting field which Chicago offered. The contrast between his surroundings in the eastern metropolis and in the straggling western village was almost painfully startling. At that time the coming metropolis of the West had an estimated population of one thousand, and could boast of but three brick buildings. In the language of Mr. Balestier, "at that day all that sustained Chicago was hope. The poverty of the place was visible and unfeigned; the more land a man had the worse off he apparently was. Yet there were few who despaired; the genius of the place forbade. To the dullest eye it was apparent that a great destiny awaited the muddy little town, squatted upon the banks of its sluggish bayou. The converts of Brother Hinton, who came in shoals to be baptized, usually in cold weather, in a sort of cove or slough that came in from the river near State street, were not more hopeful of Heaven than the average Chicago citizen of its manifest destiny." It was this faith, which dwelt in the heart of every citizen from the beginning, that gave fortitude to bear and courage to undertake whatever was proposed as capable of human execution. It is not strange that young Manierre should have caught the infection.

He obtained employment in the office of J. Young Scammon, in whom he found (as did many another deserving young man) a warm friend. Mr. Scammon had rendered efficient and valuable service to the bar, as well as to the community at large, in connection with the organization of the circuit court clerk's office, which he had entered as chief deputy under the late Richard J. Hamilton, the first circuit court clerk in Cook county. But being convinced that the practice of his profession would prove more lucrative and more reliable, Mr. Scammon resigned his official position, and recommended Manierre as his successor, and upon this recommendation the appointment was made. In 1840 he was admitted to the bar, and in 1844 was elected city attorney, serving one term. While acting as law officer of the city he digested the first charter of Chicago and the municipal ordinances, preparing a volume which remained the standard authority until 1853. He served one term in the city council as alderman from the first ward, devoting his energies as legislator for the young city to the organization and perfection of Chicago's common school system.

Shortly after his admission to the bar, at the early age of twenty-three, he assumed editorial charge of the Chicago Democrat, imparting to its columns a terseness and vigor of expression, joined to a breadth of comprehension, rarely found in newspaper articles.

At that period the school section of the public lands had been mapped, platted, and a portion sold in city lots. The accumulations of the fund thus created (something less than \$40,000) had been loaned during 1836-37, and the panic of the year last named had not only interrupted the payment of interest, but had even jeopardized the integrity of the fund itself. Much of the land, however, remained unsold; and Mr. Manierre, in common with Mr. Scammon and other citizens, perceived that by judiciously husbanding the fund the city might be ben-

edited by the immediate establishment of schools having an adequate support. With this end in view he consented to serve as school commissioner, filling that position with rare fidelity and distinguished ability from 1844 to 1852.

In 1849 Judge Hugh T. Dickey appointed him the sole master in chancery for Cook county, and he continued in that office until his elevation to the bench in 1855.

Reference should be made to Judge Manierre's intimate connection with the establishment of Lincoln Park. By 1863 only the southern half of a 120 acre tract which now forms a part of that great breathing place for Chicago had been subdivided. It had been sold by the city for cemetery purposes, and the remaining sixty acres remained in its originally wild, uncultivated state. Early in 1860 a memorial was presented to the council, signed by George Manierre, Mark Skinner, William Jones, Benjamin Raymond, Walter L. Newberry and Grant Goodrich, showing that the cemetery was in a disgraceful condition and imploring the municipal authorities to carry out their agreement with lot-owners in both spirit and letter. In compliance with the memorialists' request a committee (consisting of James Long and Benjamin Carpenter) was appointed to investigate the subject. This committee reported adversely to the extension of cemetery grounds within the city limits and recommended that the north sixty acres remain unoccupied. It was also ordered that Messrs. Manierre, Skinner and Newberry be appointed a special committee to act in conjunction with the mayor and city authorities in carrying out the recommendations of the report. Previous to the submission of this report, however, the six eminent citizens who had signed the memorial had addressed a communication to the special committee, in which the following suggestion (among others) was made. "We propose the abandonment of this tract—the north sixty acres—to the city, to be used for

a public ground and for such other public purposes (if any) as the common council may devote it to. We do not advise its sale; such a step, we think, would be unwise." On June 13, 1864, alderman John M. Armstrong introduced an ordinance, which was adopted, prohibiting further burials in the cemetery except in lots already sold by the city; setting aside the north sixty acres as a public park; and providing for the subdivision and sale of certain other property owned by the city in the vicinity of the cemetery, the proceeds to be "applied to the improvement of the public park aforesaid." A large share of the labor involved in this undertaking devolved upon the late William C. Goudy, but the project of the founding of Lincoln Park had its origin in the minds, acts and efforts of the six gentlemen who signed the memorial mentioned above.

In his political convictions Judge Manierre was a Democrat, yet an ardent free-soil champion, and in 1848, as a member of a committee composed of himself, Isaac N. Arnold, Mark Skinner, Thomas Hoyne and Dr. Brainerd, signed an impassioned appeal to his own party against the aggressions of slavery. For fugitive slaves, seeking liberty across the Canadian frontier, he always cherished a kindly sympathy, frequently appearing as their counsel when they had been caught in the meshes of the legal net, at other times aiding the counsel of record in the preparation of briefs, and not infrequently contributing liberally from his private purse toward their support and transportation. And when the accumulated clouds of sectional discord burst, and the storm of civil war descended, the nation had no more loyal citizen than George Manierre.

It was, nevertheless, as a jurist that he will be longest and most lovingly remembered. His record upon the bench forms his imperishable monument. Of him it may be truly said, as Lord Mansfield wrote of Sir Matthew Hale: "While free from every other passion, he was constantly actuated by

a passion to do justice to all suitors who came before him. He was not only above the suspicion of corruption or undue influence, but he was never led astray by ill-temper, impatience, haste, or a desire to excite admiration." He was not by nature of specially quick apprehension, and thus, perhaps, avoided the quicksand of too rapidly arriving at conclusions. His mental habits were slow, quiet, calm, steady and accurate.

He was one of the founders of the Chicago Historical Society and one of its life members; secretary of the Chicago Lyceum (the earliest literary society of the city), and one of the organizers of its successor, the Young Men's Association, of which he subsequently became president. He was also one of the founders of the Law Institute and Library.

His death occurred on May 21, 1863, at twenty-three minutes before twelve o'clock, from congestion of the lungs. The sensation of sorrow throughout the city was universal and profound. Many eminent citizens of Chicago have died whose loss the community deeply deplored, but it may be said that few, if any, have passed away who left behind them so wide a sense of personal bereavement among all classes of the population. The courts, both State and federal, adjourned out of respect to his memory. The bar promptly took action in his honor, and the memorial meeting held on May 23d, in his former courtroom, which was heavily draped in black, was the largest gathering of its character convened in the city up to that time. Judge John M. Wilson presided and A. C. Coventry, Esq., acted as secretary. Addresses were delivered by Messrs. Thomas Hoyne, George C. Bates, Elliott Anthony, H. G. Spafford, Isaac N. Arnold, Nathan Allen, Robert Hervey, John H. Thompson, Charles C. Bonney and H. G. Miller, and by Judge Van Buren. Resolutions were adopted attesting the loss which Judge Manierre's death had entailed upon the profession and the city, and declaring the intention of his brethren to attend his

funeral in a body and wear a badge of mourning for thirty days. The funeral services were held on Sunday, May 24th, at the Second Presbyterian church, Rev. Dr. R. W. Patterson officiating. His pastor paid a fervent tribute to Judge Manierre's intellectual ability, professional learning, personal purity and devoted patriotism.

While not a professed member of any church, Judge Manierre was an earnest believer in the truths of revealed religion, and a regular attendant upon the services of the house of worship in which he was a pew-holder.

Mrs. Manierre and four sons—George, William, Benjamin and Edward—survived him. To them was left the consolation to be found in the thought that his career ended at its noon. He died in the zenith of his usefulness, and in the full strength of mature manhood. His life was full of lessons—lessons of purity, of patience, gentleness, industry and forbearance. These he inculcated daily, not by the easy words of counsel, but by the calm and steady light of an example which illumined every act and word, and cast its influence upon all around.*

*In this connection, the following letter from one of Judge Manierre's life-long friends, addressed to his son, William R. Manierre, will be read with interest:

BATAVIA, Ill., Sept. 27, 1888.

Wm. R. Manierre, Esq.,
Chicago, Ill.

DEAR SIR:

Yours of yesterday is received, and I was much pleased to receive such a letter from the son of my very dear and greatly respected friend, the late Judge Manierre.

I regret that I have no papers having reference to your father's public life. I have carefully examined all the papers I could get hold of relating to the conversation in September, 1854, in which your father took so prominent a part; and which I regard as one of the most important epochs in the history of American politics. Your father and I have been personal friends since 1845. At the time of holding the conversation I was practicing law in Chicago; occupying the same office with your father, though I lived here. He it was who made the motion for a committee on resolutions, and he and I prepared the resolutions, with approval of the other members of the committee. He it was who suggested the name of Republican for the new party, and presented the same to the convention.

Your father had been an anti-slavery man for many years, and had been in the habit of writing for the Chicago Democrat, published by Hon. John Wentworth. I do not recollect under what name he wrote; Mr. Wentworth may

MARK SKINNER.

Mark Skinner was born at Manchester, Vermont, September 13, 1813; his father being an eminent lawyer of that State and at one time its governor. The son was graduated at Middlebury College, studied law under Judge Cowen at Saratoga and at the Yale Law School, and came to Chicago in 1836. A year later he was chosen a school inspector and thenceforward was always identified with the cause of education. He became city attorney in 1840, and in 1844 succeeded Justin Butterfield as United States district attorney for an unexpired term.

In 1846 Mr. Skinner was elected to the legislature, where he became chairman of the finance committee; a most important and onerous post, seeing that the finances of the State were in utter confusion and the interest on its debt ten years in arrears. He brought order out of chaos, and the State resumed payment. In 1851, he was elected judge of the court of common pleas; when finding the court far behindhand with its calendar he sat continuously for seven months, and "cleared the docket."

This excessive labor injured his health and he declined a renomination to the bench. His practice having been given up during his service in the offices he had held, he turned his attention to financial business, and through his stainless hands passed immense sums sent out from the East for western investment. He became a director in the Galena and Chicago and the Chicago, Burlington and Quincy railroads and rendered them the greatest service.

But it was not only in law, legislation or business that Mark Skinner made for himself the unique position he holds in the love and respect of his fellow citizens. This is due to his personal character and the great results which have sprung from his devotion to unselfish ends. He was a zealous unionist and a member of the celebrated "Union Defense Committee;" was the first president of the Northwestern Sanitary Commission (besides being a member of the United States Sanitary Commission), was an incorporator of the Relief and Aid Society, and one of the original founders of the reform school. In short, he was a front-rank man in every benevolent, philanthropic and patriotic work. Alas! all his sacrifices sink to nothingness compared with the one crowning gift he made to his country's cause. His only son, Richard, after graduation at Yale, entered the regular army as second lieutenant in the Tenth infantry, and was killed June 22, 1864, in the attack on Petersburg.

By a strange sequence of circumstances, one act of Judge Skinner's life, little thought of at the time, has resulted in an immeasurable benefit to his adopted city. His friend and client, Walter S. Newberry, being in failing health, and intending to go abroad, in reality only to die in the company of his wife and daughters, had to make testamentary disposition of the enormous estate which had come into his hands through the increase of the value of lands which he held. To quote from the "Story of Chicago:"

Mr. Newberry called upon Judge Skinner to draw his will, and the latter, under his instructions, devised and bequeathed everything in trust for the benefit of the testator's wife and daughters during their lives, with remainder over to their heirs. Judge Skinner then observed there might be no direct heirs and suggested a library as the alternative inheritor. Mr. Newberry thought the contingency most improbable, but co-incided with Judge Skinner's suggestions for providing for

know, and the files of his papers may aid you in your search for materials.

I entertain many fond recollections of your father, and have great reverence for the purity of his life and his eminent legal ability.

I remember yourself as a little boy, and shall be glad to render you any assistance in my power, to rescue and save from forgetfulness the memory of so pure a life as that of your father.

Very truly yours,

T. C. MOORE.

it and added the clauses under which Chicago is receiving and is to receive the grandest endowment ever made for such a purpose in America, a benefaction which, by present indications, may reach to \$4,000,000. . . . Mr. Newberry had planned to make Judge Skinner his executor and trustee; and though the latter objected strenuously, for professional and personal reasons, his objections were overborne by Mr. Newberry's appeal, based on inability, in his failing health and strength, to take care of the matter. Even then it is unlikely that Judge Skinner would have consented, but for the possible public service which might result from his doing so. He joined with him in the trust Eliphalet W. Blatchford, and later, compelled by his own declining strength, left the charge in the trustworthy hands of Mr. Blatchford and Mr. Wm. H. Bradley.

So it comes about that almost the last act of the good man's good life results in a blessing to his fellow citizens such as he never, in his best and most devoted efforts, could have hoped for. The smallest act done with kind, unselfish intention may earn for its doer the blessing of remote posterity.

Friends, with all reverence for the man and for the quotation, have applied the words of Psalm xxxvii to Mark Skinner: "Mark the perfect man and behold the upright, for his end is peace."

One of the acts of Judge Skinner's life was of a character to illustrate his life-long

attachment to the place of his birth. It was the giving to his native town of a fine cemetery site and beautifying it in every appropriate manner, shrubbery, landscape gardens and sculpture being called to his aid. At his death (September 16, 1887), his remains were deposited in those grounds.

In 1841, Judge Skinner married Elizabeth Magill Williams of Chicago, formerly of Middletown, Conn. They had six children: Richard, Elizabeth, Evelyn Pierrepont, Frances (Mrs. Henry J. Willing), Frederika and Susan (Mrs. Ambrose Cramer). Mrs. Willing has two children, Evelyn, just entering society (1894), and Mark Skinner, still a boy at school. Mrs. Cramer has two children, Elizabeth and Ambrose, both still in infancy.

Judge Skinner's house has always been the scene of a gay and charming society, one of the most noted north side homes of culture and hospitality. The literary and other treasures destroyed in the great fire were of inestimable value, and their loss was irreparable; but the re-assembling of things precious and beautiful soon began, and now the new collection rivals the old, except in the individual matters which can live in memory.

WILLARD FRANKLIN MYRICK.

Pioneers and pioneer life no longer exist. Strictly speaking we have no new country. The traveler journeys by rail, and the morning after his arrival at his place of destination reads the announcement of the fact in the daily paper; but in the days when "Old Hickory" was president things were very different. In those days the people who left New England for homes no farther west than Illinois were looked upon as venturing into an unknown region, and their future destiny was believed to be uncertain.

The advance guard of civilization now is composed of all sorts and conditions of men, but in those days the lazy, shiftless and

weak-souled remained at home, and thus the new communities formed in the West were composed of strong and resolute characters, and to know of a man that came west in the thirties, is to know that he was a man of an earnest and positive character.

Willard F. Myrick, the subject of the present article, was an exceptionally strong representative of the earnest, pushing and courageous men who left New England more than sixty years ago for fortune in the great West, and he was more. Always considerate of the rights of others, with large charity and an open handed generosity, which at one time seriously embarrassed him

in his private affairs; cordial in his likes and positive in his dislikes; with a profound contempt for trickery and meanness, the openness and sincerity of his own nature, sometimes led him to put too much confidence in others; his friends always knew where to find him. Though in early life he spent a few years in Canada, it was not to his liking, since he was an out and out American, and he gave expression to the love of his country in his political faith. In common with the people of New England, he watched with eager interest the grand grapple in the halls of Congress between the champion of State rights and secession from South Carolina and the great expounder of the constitution from Massachusetts, and his exultation at the triumph of Webster and of the constitution knew no bounds. Later, he was an enthusiastic follower of Henry Clay and a believer in the doctrine of protection to American industry.

It goes without saying that he was, from early predilection, devoted heart and soul to the principles of the Republican party; liberal and tolerant, in all things else, his admiration for Abraham Lincoln, and his deep solicitude for the triumph of the Union arms, were such that he counted every secessionist in the South and every sympathizer with secession in the North, his personal enemy. He could not brook the idea of the success of the cause of disunion, and during all the dark days of that trying period of our national history his confidence in the ultimate triumph of the Union arms never faltered. Mr. Myrick was of the sturdy English stock. His father, Zenas Myrick, moved from the State of Connecticut to Vermont in the latter part of the last century and settled upon a farm upon the shore of Lake Champlain, in Addison county, and here Willard, the seventh of eleven children, was born on the eleventh day of July, 1809. His early advantages for an education were such only as were afforded by the common schools of the neighborhood, and even as to the advantages thus available, it was only in the win-

ter season that he could enjoy them, the life of a New England farmer boy being no holiday. The soil and climate of New England were a rugged school, but they produced rugged men and women, and this was the schooling which he received. In one respect, at least, this school was a success—the boy grew to manhood with his physical system fully developed by the labor of the farm, and during all his life, until enfeebled by disease, he was remarkable for his physical strength and endurance.

Upon attaining his majority he started for the West, and passed through the province of Ontario on his way to visit some relatives at London. His friends induced him to make a trial of his prospects there, and he engaged in the business of keeping a country grocery store. He followed that occupation for about five years, but Canadian ways were too tranquil for his ambitious spirit, and he sold his business, mounted a horse, and again set his face westward.

Crossing the Detroit river, he traversed southern Michigan, and arrived in Chicago in the month of October, 1836. Chicago was not a very attractive looking place in those days; it consisted principally of a fringe of houses on both sides of the main stem of the river, and what is now the business district of the city was low, and some portions of it swampy. Even at that early day there were those who predicted a great future for the shambling, frontier post, but just at that time the ideas of a good many people in the western towns were unduly exalted, owing to the fever of speculation which the issue of a vast amount of "wild-cat" money had created. The cool, practical judgment of the newcomer suggested the idea to him that it would be a good plan to reconnoitre the country a little before he cast his lot in it, and accordingly he mounted his horse again, and started for the interior of the State, and reached Joliet, where he remained for the winter. Affairs were not very prosperous in the State of Illinois at that time, and in the spring Mr. Myrick came

back to Chicago, and purchased some seventy acres of land down along the lake shore, about four miles from the river, upon which was a low, two-story house, which had been kept as a tavern. The land thus purchased is bounded on the north by Twenty-sixth street, on the east by Lake Michigan, on the south by Thirty-first street, and on the west by South Park avenue, and cost him about five hundred dollars.

During that year he revisited his old home in Vermont, but returned to Chicago, making the return trip in a buggy with a single horse, and taking thirty-five days to accomplish a journey now made in much less than a many hours.

On the 10th of July, 1839, he married Jane A. Hill, also a native of Vermont, and who still survives him. After their marriage they occupied the house above mentioned and kept it open for the entertainment of the public, under the name of the Myrick House, for the next fifteen years, it being noted as the stopping-place for drovers, and dealers in cattle for the Chicago market, and as a headquarters for those engaged in that trade. The first stock-yards of the city were established upon Mr. Myrick's property, and remained there until their removal to their present location in the town of Lake, and the old Myrick House, having the same kind of patronage, was the immediate predecessor of the Transit House at the present yards.

After Mr. Myrick left the house, it was kept by John Sherman, who there, as landlord and as dealer in cattle, laid the foundations of his fortune. At this old hostelry, too, Nelson Morris, the great packer, started in his business career, with a box of blacking and a shoe brush.

When Mr. Myrick first opened the house in 1839, at the foot of Twenty-ninth street, he was out in the country, and a good ways out too; all around him spread a level prairie. To the north, the nearest house

was that of Henry B. Clark, a mile and a half distant, between Sixteenth and Eighteenth streets, on a road which developed into Michigan avenue; while on the south, their nearest neighbor was Joel Ellis, a good half mile away, at the foot of what is now Thirty-fifth street. Game was abundant, and it was an ordinary affair for Mr. Myrick, in those early days, to go out in the morning with his gun, and within eighty rods of the house knock over enough game for breakfast.

He built the present homestead, at the corner of Thirtieth street and Vernon avenue, in the year 1854; it has ever been a landmark in the south division of the city, and here he died, on the 27th day of January, 1889, in the eightieth year of his age. If he had lived until the 10th of July following, he would have completed a cycle of fifty years of wedded life.

Mr. Myrick was always a lover of fine horses; in his earlier years he was the owner of some of the most noted horses of the time, always keeping a speedy traveler, and thoroughly enjoying a brush upon the road as long as he lived. A love for children was also a marked feature of his character; one who had never seen him in his home life can scarcely appreciate his feelings in that respect. For many years before his death his home was brightened by the presence of numerous grandchildren, and it is not remembered that the word "no," ever passed his lips, in any of their very frequent interviews with him.

Although he had lived a retired life for nearly forty years before his death, his connection with the early history of Chicago had been so intimate, and the knowledge of the sterling traits of his character was so widespread, that his passing away caused a deep sensation in the community, and certain it is that among those who knew him, the name of Willard F. Myrick will not be forgotten.

NORMAN B. JUDD.

Mr. Judd was born in Rome, Oneida county, N. Y. His father, Norman Judd, was descended from a long line of New England ancestors, some of whom were prominent among its legislators and judges. He left New England at an early age and moved to Oneida county, N. Y., where he reared a large family of children.

His mother, Catherine Van der Huyden, was descended from the Patroon of that name. In an article by Washington Irving in the *Knickerbocker Magazine* he described "the Van der Huyden palace" on the Hudson, the brick and glass of which were brought from Holland.

His grandfather Van der Huyden died at sea on a return voyage from the West Indies, where he had gone in the vain hope of recovering his health. The estate of the Van der Huydens had been in possession of the family since 1720. A large village grew up on the estate, called Van der Huyden Ferry, which later was changed to the more classic name of Troy. The administration of the estate led to litigation, the final decision of which was not reached until early in the sixties, when the court found that the family, upon the merits of the case, would have been entitled to the land upon which stood two-thirds of the city of Troy as their lawful inheritance, but that the statute of limitations had barred the enforcement of the claim.

It was the wish of Mr. Judd's family that he should enter the legal profession, with the hope that through his exertions the family might recover their rightful inheritance, and therefore it was a disappointment to them when he decided to come to Chicago and enter into partnership with his early school mate and friend, John Dean Caton (later chief justice of the state) instead of locating at the East.

Mr. Judd arrived in Chicago in November 1836. The month following it was decided

by the citizens to incorporate Chicago as a city. Mr. Caton, who was one of the village officials, requested Mr. Judd to draft a charter. The bill, as drafted, passed the legislature, then in session at Vandalia, the then capital of the State. William B. Ogden was elected mayor, and Mr. Judd city attorney. In 1838, Mr. Caton removed to Plainfield, Ill., and Mr. Judd formed a partnership with J. Y. Scammon, one of the ablest and most public spirited of the men who gave character to the city at that time and for many subsequent years.

For a period of twenty-five years he was an active member of the Chicago bar. He was well read in the elementary principles of the law, and long practice before courts and juries had given him readiness and expertness in forensic contests. His fine presence, his oratorical power, and his bold and aggressive spirit assured him success, while his sound judgment made him a safe and reliable counselor. Until he became more absorbed in public life, he was confessedly a leader of the bar and one of its most brilliant and exemplary members. In 1842 Mr. Judd was elected alderman of the first ward. In 1844 he was chosen State senator. When he was re-nominated in 1846, the opposing political party declined putting any one in nomination in opposition to him, and he received the vote of both parties. He was elected again in 1848, in 1852 and in 1856, making sixteen years of consecutive senatorial service.

In 1844, previous to going to Springfield, which had then become the capital of the State, Mr. Judd was married to Miss Adeline Rossiter, daughter of Mr. Newton Rossiter, who had moved with his family to Chicago in 1841.

The years Mr. Judd was in the senate were busy ones. In addition to a large legal practice, he interested himself in every question which affected the advancement of the

city or honor of the State. The credit of Illinois had been greatly impaired, and he shared, with others, the honor of placing it on a firm basis. By his knowledge of law and his position as an attorney, he did a large part towards moulding by legislation the character and status of the courts of Chicago and of Cook and Lake counties. He was a leader in inaugurating those measures which built up the "titanic system of railways," which has made Chicago a great railroad centre. He gave much time to the study and practice of railroad law. He was the attorney of the Southern Michigan railroad, the attorney and a director of the Chicago and Rock Island, as well as of the Mississippi and Missouri railroads. He was president of the Peoria and Bureau Valley railroad, attorney for the Pittsburgh and Fort Wayne, a director and attorney of the Chicago and Milwaukee railroad, and president of the Railroad Bridge company at Rock Island. The litigation concerning the last company, with its famous injunction suit, which was carried through the different courts and finally decided in the Supreme Court of the United States, was conducted successfully for the defence by Mr. Judd.

The years 1854-1855 were destined to be among the most important in the history of the State and nation, the action of the different political parties leading to a contest that abolished old and created new party lines.

As Mr. Judd had an important part in the creation of the new party organization, with which he acted, it is necessary to refer to those events which had taken place at the National capital, which led to the organization of the Republican party.

The Missouri Compromise had been introduced into the senate in 1850 by Henry Clay, with the hope of "quieting forever the agitation of the slavery question."

In 1854, Senator Dixon of Kentucky moved in the senate that the Missouri Compromise be repealed. Stephen A. Douglas seconded the motion, and offered in its place

his own less famous Kansas-Nebraska bill, which provided that slavery should be introduced into all States formed out of the then existing territories, provided the inhabitants voted therefor. The greatest excitement followed. A Free Soil party was organized. Illinois led the van in this movement. Mr. Judd was elected a delegate to a convention of the new party which met at Bloomington, May 29, 1856; also to the convention which met at Ottawa, when for the first time the name of the party was changed from Free Soil to Republican. Following this, the national convention met at Philadelphia, June 17th, to which Mr. Judd was also a delegate. John C. Fremont was nominated for the presidency, William L. Dayton, of New Jersey as candidate for vice-president. From North to South the slavery question became of paramount importance, casting all others into the background. A United States senator was to be elected in Illinois. General Shields, Democrat, sought a re-election. There were three members of the senate and two of the House who withdrew from the party which had elected them, and organized as anti-Nebraska Democrats.

In the senate there were B. C. Cook of Ottawa, Norman B. Judd of Chicago, and John M. Palmer of Carlinville; in the house of representatives Messrs. Baker and Allen, of Henry county. They selected as their candidate Lyman Trumbull, who believed with them that the extension of slavery was a crime against God and humanity. Mr. Lincoln, candidate of the whigs, was also opposed to the extension of slavery, but as the candidate of the whig party, whose avowed policy and principles were on no higher plane than those of the Democratic party, the new party could not consistently vote for him. Without the votes of this small party, neither Senator Shields nor Mr. Lincoln could be elected. That Mr. Lincoln comprehended and approved of the position taken by them is apparent from the fact that after a number of ballots he called one of his adherents aside, and requested him to

say to his political friends that he desired them to change their votes in favor of Mr. Trumbull. This was done, and Mr. Trumbull was elected. It is impossible to write of the events of Mr. Judd's life, at that time, without frequent reference to Mr. Lincoln, intimately connected as he was with him in his political action. The memorable series of debates which took place two years later between Lincoln and Douglas was arranged by Mr. Judd. These debates, and the famous Cooper Institute speech of Mr. Lincoln, brought him so prominently before the country, that Mr. Judd and other Illinoisans began to consider the possibility of securing for him the nomination for the presidency, as the candidate of the Republican party. As chairman of the Illinois State Republican committee, and as one of the National committee, he believed he could do much towards this end. The following letter from Mr. Lincoln, written during the winter of 1860, intensified this desire. It reads as follows:—

“SPRINGFIELD, ILL., February 9, 1860.

HON. N. B. JUDD,

Dear Sir:—I am not in a position where it would hurt much for me not to be nominated on the National ticket, but I am where it would hurt some for me not to get the Illinois delegation. . . . Can you help me at your end of the vineyard?

Yours as ever,

A. LINCOLN.”

Soon after the receipt of this letter Mr. Judd went to Washington *en route* for New York to meet the National Committee, which had been called together by their chairman, the Hon. E. D. Morgan, to decide where the convention to nominate the candidate of the Republican party for the presidency should meet. While there the venerable and loyal Francis P. Blair urged upon Mr. Judd the necessity of dropping the name of Mr. Lincoln and substituting that of Edward Bates, of Missouri, believing that a candidate from a slave State could be elected, but that one from a free State could not. Mr. Judd did not agree with him and went to New York determined, if possible, to arrange for Chicago as the place where the

convention should meet, not doubting that if he succeeded it would prove an important factor towards placing Mr. Lincoln's name at the head of the ticket. Subsequent events proved that his judgment was correct. This, the first presidential convention which met in Chicago, was characterized by an excitement and enthusiasm unknown to any of those which have followed, nor has any other been so important or far reaching in results.

The convention met on Wednesday, the 16th of May, 1860. The day preceding, Tuesday the 15th, at a meeting of the National Committee, Mr. E. D. Morgan, its chairman, said to Mr. Judd, that the committee had decided to leave the seating of the convention in his hands. Mr. Judd saw in this an element of power, by which he hoped to further his plans. He said to the writer: “New York expects to carry the convention for Mr. Seward. She must have the place of honor at the right of the presiding officer; behind and near New York, I will group those States who are certain to go for Seward, and behind these those States whose votes are of little comparative value. To the left I will seat Illinois, next to her Indiana, opposite these two States Pennsylvania, which, after a complimentary vote for Simon Cameron, will no doubt yield to the influence at work in that delegation and give her vote for Lincoln.” This plan was carried out, but few, if any, except Mr. Cook and the writer knew the motives which led Mr. Judd to seat the delegates as here indicated. All now living, who were present, will remember the applause with which the convention responded to the nomination of Wm. H. Seward, made by William M. Evarts, of New York, and the still more enthusiastic applause that followed when Mr. Judd, as chairman of the Illinois delegation, rose and put in nomination the now honored name of ABRAHAM LINCOLN, which culminated in his nomination as the candidate of the Republican party, and in the November following in his election as president of the United States.

Mr. Judd was one of the party invited by Mr. Lincoln to accompany him to Washington. There is no doubt but that by his presence and wise counsels on that journey he saved the railway train that carried the presidential party from being wrecked and Mr. Lincoln from assassination. A secret messenger was sent from Baltimore to Cincinnati, who communicated to him, and to him alone, the details of a conspiracy by which southern sympathizers in the former city intended to prevent the arrival of Mr. Lincoln and his inauguration at the National Capitol. At Buffalo a second messenger appeared, who confirmed the intelligence. On arriving at New York a third arrived, and also Col. E. S. Sanford, the president of the American Telegraph company, who offered Mr. Judd the use of his wires for any communications he might wish to make, and his personal services if needed. At Philadelphia Mr. Judd found several gentlemen waiting the arrival of the party, among others Mr. Felton, president of the Philadelphia, Wilmington and Baltimore railroad company, who further confirmed the intelligence previously communicated. Mr. Judd then decided to lay the whole matter before Mr. Lincoln. After making a full statement, he said, "If you follow the plan we suggest of leaving the party and going alone and secretly to Washington, you will necessarily subject yourself to the sneers of your enemies and the disapproval of many of your friends, who will not believe in the existence of so desperate a plot." Mr. Lincoln replied that he "appreciated the suggestion, but that he could stand anything that was necessary." He had promised to raise the flag the day following over Independence Hall, Philadelphia, and to visit the legislature at Harrisburg. He added that those were appointments he must keep, but after that he would listen to any plans his friends might make. Communication was made immediately with the officials of the Pennsylvania Central railroad, and an arrangement made that a special train consisting of a baggage and one

passenger car should be ready to leave Harrisburg at six o'clock the following day, to convey Mr. Lincoln and one companion back to Philadelphia; that the train should be under the control of Mr. Lewis, general superintendent; that the track should be clear of everything between Harrisburg and Philadelphia from half-past five until after the passage of the special train; that the eleven o'clock train from Baltimore to Washington should be detained until the arrival of the special train from Harrisburg; that two sleeping berths should be engaged on that train; that Mr. Sanford, president of the telegraph company, should make it perfectly certain that no messages should pass over the wires from six o'clock until Mr. Lincoln's arrival in Washington. It was not until after their arrangements were fully made that Mr. Frederick W. Seward arrived with a message from his father, the Hon. William H. Seward, to warn Mr. Lincoln of danger, and to urge him to come directly to Washington.

Mr. Judd informed Frederick Seward of the plans already made, and requested him to say to his father on his return to Washington, "that so far as human foresight could predict, Mr. Lincoln would be there the following morning at six o'clock, and that the utmost secrecy must be maintained until his arrival." On the journey from Philadelphia to Harrisburg, Mr. Judd informed Mr. Lincoln of the conspiracy and suggested to him that as he was the only one who had any knowledge concerning it, it seemed due to others of the party that the facts should be communicated to them. Mr. Lincoln assented and added, "I reckon they will laugh at us, Judd, but you had better get them together." It was then arranged that after the reception at the State House, the matter should be laid before the following gentlemen: Judge David Davis, Colonel Sumner, Major David Hunter, Captain John Pope, Ward H. Lamon and John G. Nicolay. Some of those present objected strenuously to what they considered a flight from

an unknown enemy. Judge Davis expressed no opinion, but said, "Mr. Lincoln, what is your own judgment?" Mr. Lincoln replied that he had thought over the evidence carefully and that the appearance of Frederick Seward, with additional warning from another source, was a confirmation of danger, and that unless there was some other reason than the one urged, viz., fear of ridicule, he was disposed to carry out Mr. Judd's plans.

Judge Davis replied, "That settles it." Colonel Sumner opposed it and said, "I have undertaken to go with Mr. Lincoln to Washington, and I shall do it." From the State House, the party proceeded to the hotel to dine at four o'clock, as had been previously arranged, with the exception of Mr. Judd, who went to the railroad and telegraph offices to ascertain whether arrangements for Mr. Lincoln's departure were perfected. When the party rose from the table a little before six o'clock, a carriage was waiting at the side door, of the hotel. Mr. Lincoln hastened to his room, substituted a traveling suit for his dinner dress, and with a shawl on his arm and a soft hat joined Mr. Judd in the hall. Mr. Judd had requested Mr. Lamon to go with Mr. Lincoln, and instructed him as soon as they had entered the carriage to drive without any delay to the railroad station. Col. Sumner attempted to follow, but Mr. Judd laid his hand gently on his shoulder, and before an explanation could be given, the carriage was off, Mr. Lincoln and Mr. Lamon were on the train and under way for the capital. No one but the persons here named, not even the family of Mr. Lincoln, knew where he was until the next morning, when the telegraph announced to the whole country the safe arrival of Mr. Lincoln at Washington. The next day the rest of the party followed and arrived with safety at their destination.

Mr. Lincoln had previously offered Mr. Judd a place in his cabinet, either the Interior or Post Office department, as he might choose, but when circumstances led Mr. Judd to prefer a foreign appointment, Mr. Lincoln

requested him to take the map of Europe and choose for himself. Influenced by various considerations he selected that of Minister to Prussia. His appointment was the first one sent to the senate. It was a position he filled with honor to himself and to his country.

After his return to America, he was urged by many of the leading men of the district to allow his name to be used in opposition to that of John Wentworth, as a nominee of the Republican party for Congress. Mr. Judd had returned with the intention of keeping out of politics, as far as personal preferment was concerned, but when urged by men like Ebenezer Peck, William B. Ogden, C. B. Farwell and others of high character, he consented.

Mr. Judd was nominated and elected to the Forty-second Congress, which came in on the 4th of March, 1867 and two years later to the Forty third Congress. The experience and knowledge Mr. Judd had acquired during his residence in Europe had moulded and matured his judgment and developed in his mind a wise policy in regard to the Extradition and Naturalization questions. He brought this to bear upon the debates in Congress and introduced new measures backed by new arguments which created broader and wiser foundations on which to base International Treaties. He gave his considerations to every measure that could advance the interests of his country, the State of his adoption and the City of Chicago.

To protect the shipping interests of the ports of Chicago, he prepared and introduced a bill providing for a re-survey of the coast and the creation of an outside harbor, embracing 275 acres, where vessels might find safe anchorage during the heavy storms on Lake Michigan. The survey and an appropriation were made and the outside harbor as it now stands was the result.

To him is due the honor of introducing a bill which placed the importers of Chicago and other inland cities on an equality with

importers resident on the sea board, by making this and other inland cities, Ports of Entry.

In 1872 Mr. Judd's health partially failing, at the advice of his physician and family, he declined a renomination and retired to private life.

Emergencies arising that made his party desirous of securing his active participation in impending contests, but contrary to his wishes and without his consent, he was appointed Collector of Customs for the Port of Chicago.

In 1876 Mr. Judd had a severe illness, from the effects of which he never entirely recovered. He lived until the 11th of November, 1878.

In Mr. Judd were combined strength of character and gentleness of manner in an unusual degree. He was chivalrous in his intercourse with women, and as courteous in his own home as in the grandest assemblies of Europe or America. No knight of mediæval times approached women with courtlier manner or pleasanter speech and phrase than fell from his lips. To Theodore S. Fay, who for twenty-five years represented our country abroad, Baron Shemilpennick, the dean of the diplomatic corps in Berlin, remarked, that Mr. Judd had the manners and address of one who had been born and bred at courts. With rare suavity of manner he combined, in principle and action, the highest integrity, and the simplicity that befitted a representative of a republican government.

While in Berlin the Emperor William often expressed his appreciation of the fact that Mr. Judd was the first minister from the United States, who had paid Germany and its people the compliment of learning its language, and so giving its king and ministers of state an opportunity of conversing with the representative of the United States in the German language. It was not alone the court that appreciated this fact, but delegates from the Prussian parliament and various civic bodies who waited on him at the Legation bringing their sympathy and condolence when the head of this nation was stricken down by the hand of an assassin, also expressed their pleasure in being able to address him in the German language. On that sad day when Mr. Judd was carried to his long rest, the Rev. R. W. Patterson, who had been for many years his warm personal friend, said from the pulpit of the Fourth Presbyterian church, in which his obsequies were held, "that such an example of spotless integrity and unvarying adhesion to principle was one of priceless value, not only to his family, but to the State and nation he had so faithfully served." The influence of such a life lives long after the man has passed away, even though his name may fade from the memories of succeeding generations.

The widow of Mr. Judd and two children survive him, a daughter, Mrs. S. S. Gould, of Seneca Falls, N. Y., and a son, Edward James Judd, a lawyer of this city.

LAURIN PALMER HILLIARD.

The residence in Chicago of this venerable gentleman antedates the corporate existence of the city, he having taken up his abode and commenced business here in the year 1836. From that time until his retirement from active business a few years since, he has been engaged in a variety of pursuits, all connected with the rising mercantile and commercial interests of the city, with whose growth he has been intimately related, and

with whose phenomenal prosperity he has prospered. Merchandising, exportation of produce, ship building and navigation, all have shared his labor, while the lumber business has been the longest and most important of his undertakings. In later years, the growth of the city to the south overtook his suburban farm, and made him unwittingly a real estate dealer, especially a seller of his own property. His hands laid hold of

incipient institutions, particularly those devoted to the development of trade and commerce, and helped to bring them to strength and maturity. He survives to witness the population of less than three thousand, that he joined fifty-eight years ago, increased to over a million and a half, and the straggling village where he first stocked a little store become the greatest interior mart on the western continent.

Mr. Hilliard comes of a good ancestry, and himself enjoyed a liberal training in his youth. Both his paternal and maternal ancestors were early settlers—the first of Connecticut, and the latter of Massachusetts. The Palmers trace descent from Walter Palmer, who emigrated from Nottinghamshire, England, and settled in Charlestown, Mass., where he built the first house in 1629. From this progenitor Mr. Hilliard is of the eighth generation. Mr. Hilliard's parents were Isaiah and Katurah (Palmer) Hilliard, who resided at Unadilla Forks, Otsego county, N. Y., where they improved a farm, that they had settled upon in the infancy of the region. The date of his birth was October 11, 1814, and the place the little settlement at the confluence of the Unadilla with one of its branches, in southern central New York. Having attended the schools of the neighborhood during his youth, he entered Hamilton Academy, at Hamilton, N. Y., where he completed his scholastic education. Before completing his collegiate course, at the age of eighteen years he began a course of mercantile training in the country store of Mr. Charles Walker, at Burlington Flats, near his home. The first year he received no salary, and the second only fifty dollars, but he gave such evidence of capacity and fidelity that his employer gave him an interest in a new business that he established at Unadilla Forks. Hearing favorable reports of a rising village beyond the great lakes, and ambitious to establish business for himself in a place where he could grow up with the country, he sold his interest in the country store, and,

with the few hundred dollars that he had accumulated, set out for the West, by the slow route then traversed by wagon, stage and the Erie canal to Buffalo, by steamer through the lakes to Detroit, then by stage to Michigan city, and by wagon to Chicago. His arrival in the town was in the spring of 1846, more than a year before the inauguration of a city government. He was then twenty-two years of age, full of vigor and enthusiasm, and ready to embark in any business that promised a reasonable measure of success. His first night in Chicago was passed in a log tavern on the west side, but he found a permanent lodging at the "Green Tree" tavern, then occupying a site on the west side of Chicago river.

To inform himself of the condition of the country, he visited various towns in Illinois and Wisconsin, and went with a party to the laying out of the original town of Manitowoc, Wisconsin. Satisfied from his observations that Chicago had a future and was a good place to locate in, he started a little store. There was little money in circulation, and such as there was, was of uncertain value. Mr. Hilliard exchanged his goods for country produce, which he shipped East by lake and canal, thus being a pioneer in a commerce that soon became the main support of the rising mart. He returned to his former home, where he spent the succeeding winter. The spring of 1837 found Chicago and the entire new West in the throes of a great panic, when uncertainty brooded over all mercantile enterprises. Mr. Hilliard, with characteristic prudence, did not deem it best to take the risk of continuing business on his own account. During the summer of 1837 he made a trip on horseback through Wisconsin, examining lands for eastern investors, in which he visited the picturesque site of the capitol of Wisconsin, where he found a log boarding-house, but did little else in the way of improvement. The beautiful lakes were the resort of water fowl, as yet unscared by the sights and sounds of civilized life, and, with their shady, prairie

slopes, presented an aspect of loveliness to charm the eye of the young man who had been accustomed to look upon the hills and forests of Otsego, which the graphic pen of Cooper has so attractively pictured as the hunting ground of the Iroquois.

Returning to Chicago he had several short employments in stores, and, finally, entered the service of Mr. Clifford S. Phillips, a leading merchant of the town. After several years with this house the improving times seemed propitious for trade, and he formed a partnership with eastern friends and associates, Messrs. C. W. and A. Walker, of Burlington Falls, New York, and in connection with whom he re-entered mercantile business the firm name being C. Walker & Co. Money was still scarce, but, adopting the system of barter for country produce, the firm built up a prosperous trade, shipping their grain to eastern markets. Their shipping interests led the firm into vessel building. They placed several vessels afloat, and are said to have built the first propeller that navigated Lake Michigan. The firm owned at the close of their business the schooners C. Walker, Buckner, Maria Hilliard, and one-quarter interest in the propeller Independence. Eventually, Mr. Hilliard bought out the interest of his partners, and built the schooner L. P. Hilliard. He continued the business until 1849, when his store at the corner of Lake and Franklin streets was burned.

Soon after becoming established in trade Mr. Hilliard married Mrs. Maria E. Beaubien. She was a daughter of John K. Boyer, who was widely known as a public works contractor and who had settled in Chicago in 1833.

In 1850 the firm of Hilliard & Howard was organized and embarked in the lumber business. They established a yard where the wholesale house of James H. Walker & Company now stands and continued in the business for twenty-three years. In the period of rapid growth of the city, and not less rapid development of the farms and villages of the interior, the lumber business

grew to large proportions and yielded, taking one year with another, liberal profits. Especially was this the case after the great fire of 1871, when the rebuilding of the devastated city taxed the supplies and energy of the lumber manufacturers and dealers.

Mr. Hilliard had purchased a large tract of farm land twelve miles south of Chicago, and when the fire destroyed his city residence in 1871 he removed his family to the farm, which has since been his residence. Rail connections were obtained with the city, which in its rapid growth invaded the prairie farm, converting its acres into the suburb of Longwood, which, with the adjacent villages of Washington Heights, Beverly Hills, etc., long since became an integral part of the great city, and has, by the wonderful increase in values, brought to the fortunate proprietor unlooked for wealth.

Mr. Hilliard joined to his great business qualifications, a predilection for public affairs. He was from its organization a member of the Republican party, being inclined to its support by a firm and conscientious opposition to slavery, which, in the stirring period from 1850 to 1860, was the "burning question" of the time. His patriotic ardor was strong at the beginning of the war period, leading him to join with other like-minded citizens in the call for the great war meeting held in Chicago in the spring of 1861, and he was appointed a member of the finance committee that was raised to secure funds for the patriotic cause. The same year he was elected clerk of the Cook county court in which position he served a term of four years.

To go back to the time of the organization of the Board of Trade, in 1848, Mr. Hilliard was one of the original members, and a member of its first board of directors. Five years later he was chosen its secretary and treasurer. The board in its beginning was more of a deliberative than a trading organization. At its meetings questions connected with the business and prosperity of the city, and of the great North West, were

discussed, resolutions passed, and measures of public utility set on foot. It was a potent exponent of opinion in respect to financial and economic subjects, and its membership was not restricted to the strictly commercial class.

Subsequently, Mr. Hilliard was a director of the Chamber of Commerce, and was identified with many institutions and measures of public concern.

After his retirement from the lumber business, Mr. Hilliard was employed as general agent of the Northern Pacific railway company, after its re-organization, and was largely instrumental in attracting immigration into the rich valley of the Red River in Minnesota and Dakota, where, through purchase of the bonds of the road, then selling at low prices, lands could be secured at small cost. By this means, many "bonanza farms" were opened, as well as smaller ones, opening to the trade of Chicago an area of wheat-producing land, as productive as the famed valley of the Nile.

In 1844, Mr. Hilliard joined with about twenty like-minded citizens in the organiza-

tion of Trinity Episcopal church. He was chosen upon its board of trustees, as well as warden and vestryman, and remained one of its firmest supporters until his removal to another part of the city necessitated a change in his church relation.

About the same time he was elected to membership in Oriental Lodge, of which he was afterward an officer, and in 1874 was made an honorary life member, and is now its senior member. He is also a Knight Templar, and has had thirty-two of the consistory degrees conferred upon him.

The family now resides at Longwood. His two sons have long since gone out into the world. They are Edward P. Hilliard, of Chicago, and William P. Hilliard, of St. Paul, Minnesota. Mr. and Mrs. Hilliard are venerable survivors of the early settlers in Chicago. They have seen marvelous transformations in their day, and yet retain sufficient vigor of body and mind to interest themselves in the busy life that surges around them, and enjoy the good things with which Providence has crowned lives of industry and probity.

THOMAS WHITLOCK.

Thomas Whitlock was born in Wilton, Conn., August 19, 1800. His early life was passed in his native State, which he left in his twenty-second year, for New York city, where he engaged in mercantile business. On August 26, 1826, he married Antoinette Haight, daughter of Elijah Haight, of Poughkeepsie, N. Y. In 1835 he made a prospecting tour through the West, and in 1836 settled permanently in Chicago, having great faith in its prosperity, sanguine that it would one day be a great city, although at that time it had a population of only 2,500. Early in the spring of 1837 he moved his family to Chicago, the journey, which required three weeks, being made by the Erie canal and great lakes on the steamer Madison.

His family consisted at this time of his wife and four children. He built a home on the corner of what is now Fifth avenue and Madison street, which was then the extreme southern limit of the city, stretches of prairie with grazing cattle, extending south from Madison street. His place of business was on Lake street, near the corner of Dearborn street. He was identified with the religious and educational interests of the city, being one of the founders and original vestrymen of Trinity church, the first Episcopal church on the south side, and one of the trustees of Dearborn school, which occupied the first public school building erected in the city.

He died October 18, 1853, leaving a wife and seven children, one son and six daughters.

His wife and son Charles survived him only a few months, but the circle of daughters remained unbroken until 1878, when occurred the death of Sarah M., wife of Joseph B. Redfield.

Mr. Whitlock was a man universally loved for his genial nature and sympathy and

ready help for the poor, sick and oppressed, instanced in his often aiding escaping slaves to regain freedom. His family is now represented by five daughters living in Chicago: Mrs. William H. Wilbur, Mrs. L. C. Paine Freer, Mrs. James M. Hatch, Mrs. J. Sherman Hall and Mrs. Oliver K. Johnson.

COUCH BROTHERS.

James and Ira Couch were so identified in their business careers in Chicago that that portion of their history will be best treated together, leaving the other incidents of their lives to be mentioned separately. They were the pioneer hotel men in Chicago; not, indeed, the first to open houses of entertainment, for the "Wentworth House," with its wolf sign, the "Green Tree" and the "Sauganash" taverns, famous in early days, preceded their hostelry, and perhaps the Lake and Mansion House nearer to the water front; but they opened the first well-appointed hotel building, the "Tremont," which with its successors, was known through all the years of Chicago's early history, as the leading and most luxurious hotel of the city.

Men contribute by various services and diversified gifts to the building up of a great city—some by the foundations of law and municipal order; others give themselves to founding churches and schools, still others open up the avenues of commerce and furnish facilities for the transaction of business; in a thousand different but converging directions they bend their energies, according to some occult law of organization to the common weal. Among all the various lines of activity, none is more promotive of the reputation abroad of a growing city than that which furnishes a comfortable home for the traveler. Chicago, from the time when the Couch brothers leased the first Tremont House, in the fall of 1836, has been noted throughout the country for the excellence of her hotels, and since the new Tremont was opened in 1850, she has ranked among the first in their splendid architecture

their sumptuous furnishing and their elegant and comfortable fare.

Arriving in Chicago in the summer of 1836, with a stock of goods, designing to and actually opening a small store on Lake street, between Dearborn and State, they soon obtained a lease of the Tremont House, then a low, frame building situated on the northwest corner of Lake and Dearborn streets, which had been erected in 1833 by Alanson Sweet, and kept as a saloon and boarding house. With some changes and refurnishings it was opened as a hotel. The first Tremont had only a short lease of life, for it was burned to the ground late in the summer of 1839. Soon thereafter Ira Couch leased of the Messrs. Wadsworth the corner lots at Dearborn and Lake streets, the present site of the Tremont, and commenced in the fall the erection of a finer house than the one destroyed. It was a frame building, 90 feet on Dearborn and 100 on Lake street, and three stories high. It was completed and opened in May, 1840. This house had a lease of life for a little more than nine years, for it was burned July 21, 1849. While it stood it had an immense patronage. Oftentimes the house was so crowded that not only all the beds, but all the available space of floor room would at night be occupied by travelers, who were glad enough to get even a pallet on the floor. In the meantime, the prosperous proprietor had purchased the ground on which the house stood, and other adjoining property, so that he owned 140 feet on Lake street, and 180 feet on Dearborn. He then conceived the idea of erecting a brick hotel, to be five and a half stories

high, and covering all the ground. The scheme was thought by his prudent and cautious neighbors to be hazardous if not fool-hardy, and the rising building was then spoken of as "Couch's Folly." His brother James co-operated with him in all his building and hotel operations, and rendered efficient aid in superintending and otherwise. Both knew their business and rightly divined what the growing importance of Chicago required in the way of facilities for the accommodation and comfort of the traveling public. The hotel was completed and furnished in a style of sumptuousness hitherto unknown in the West, and opened September 29, 1850. The "Gem of the Prairie," then one of the local newspapers, said of the new hotel: "The Tremont house has precedence of all others. It is one of the chief ornaments of the city, and reflects great credit on its proprietor, Mr. Ira Couch. Its internal arrangements, including furniture and decoration, are all in the highest style of art, and of the class denominated princely. There is perhaps no hotel in the Union superior to it in any respect. The cost was \$75,000."

The new Tremont became instantly popular, and notwithstanding its large size was constantly filled. Many residents of the city made it their home, and it was famous throughout the country for its elegance and comfort.

In consequence of the impaired health of Mr. Ira Couch, the proprietor of the new house, it was leased, in 1853, and its furniture sold to Messrs. David A. and George W. Gage, of Boston. The house became a few years later remarkable as the first successful attempt made in Chicago to raise a large brick building from its foundations to accommodate it to a change of grade. The streets having been raised eight feet the house had a disagreeable entrance and a dismal appearance. A traveler from the South, trusting to appearances, wrote home that the soil in Chicago was so loose and damp that the principal hotel had settled several feet. The house was raised in 1861 to the proper grade, under

the auspices of the trustees of the estate of Ira Couch, deceased. Thousands of jack screws set under the building, turned by a force of hundreds of men, all exerting an immense though imperceptible pressure through several months, at a cost of \$45,000, raised the entire house so carefully that the usual course of business was not disturbed and not a crack opened in its walls.

The Tremont shared the fate of Chicago in the great fire of 1871, but was rebuilt by James Couch, survivor of the brothers, and the other trustees of the estate of Ira Couch, and notwithstanding the fact that heavier and grosser occupations have invaded the vicinity, the Tremont remains one of the elegant hotels of the city.

JAMES COUCH.

James Couch, the elder of the brothers, was born at Fort Edward, on the Hudson river, in the State of New York, on August 31, 1800. The family having removed to Chautauqua county in the same State, he remained there until he was twenty years old, receiving a fair English education. He then obtained a situation as clerk in the Johnson house, at Freedonia. Gaining some experience in the hotel business with his brother, he kept for a time a stage house on the lake shore, on the thoroughfare running from Cleveland through Erie to Pittsburg. He next engaged in the lumber business, and in distilling. These occupations he carried on with indifferent success until 1836. In that year, in company with his brother, he came to Chicago, and after looking over the place, decided to go into business. The two returned East, visiting New York, where they laid in a stock of furnishing goods and tailors' merchandise. Ira left him at Albany, to pay a visit to his family, while James embarked his goods on the canal, and at Buffalo chartered a schooner to bring them to Chicago. He was five weeks on the passage, and at his arrival at his destination found his brother impatiently awaiting him. The goods were unpacked and displayed for sale

in a small building on Lake street. Before many months had passed the store was disposed of, and in the fall, obtaining a lease of the Tremont house, the career as hotel men before mentioned was begun. Mr. Couch superintended for his brother Ira the erection, at various times, of many large business blocks in various parts of the city, doing his share in the manifold work of building up the great city. He was a strong and vigorous man, active in his business pursuits, and in all respects a useful and honored citizen.

Mr. Couch married, March 25, 1847, Miss Elibabeth C. Wells, of Stratford, Conn. Of the two children born of the marriage, only Ira Couch, born in 1848, survived. He was educated at Albany, N. Y., and was admitted to the Chicago bar in 1860.

On the death of his brother Ira, in the winter of 1857, Mr. James Couch erected in the cemetery which then existed on the lake shore, within the boundaries of the present Lincoln park, a mausoleum of masonry, in which the remains were placed. This tomb still remains within the park, and is the only one of the numbers which stood there which was not removed when the ground which they occupied was converted into a park.

IRA COUCH.

Ira Couch was born in Saratoga county, N. Y., November 22, 1806. At the age of sixteen years he was apprenticed to a tailor, but before the expiration of his indentures he purchased the unexpired time, and in 1826 set up business on his own account at Jamestown, N. Y. The tailoring business was continued by him to a time shortly preceding his removal to Chicago.

In 1833, he married Miss Caroline E. Gregory, of Ellicottville, Cataraugus county, New York.

Joining his brother in a trip to Chicago in the early part of the year 1836, it was determined to go into business here. After vis-

iting New York, where a stock of merchandise was laid in, he opened business in a small store on Lake street, between Dearborn and State streets, for the sale of gentlemen's furnishing goods and tailors' supplies. In the fall of the same year, the business was sold, and Mr. Couch, with his brother, entered upon the hotel business, which he afterwards conducted with eminent success, until 1853, as herein above narrated.

He ever had the utmost faith in the future growth of Chicago. His judgment and foresight in this respect were far in advance of most of his contemporaries, and during the period of his active business career he purchased and improved a large number of business blocks, including the site of the present Tremont House, and several other valuable pieces of property on Lake, South Water, Clark, La Salle and State streets, then within the business centre of the city. Thus, by means of his fortunate investments in real estate, aided by his hotel ventures, he accumulated, for that time, a large fortune, which upon his death he left by will to his own and his brother's family, dividing it about equally between them. Mr. Ira Couch was a man of high intelligence and untiring energy.

Upon leasing the Tremont House to the Gage Brothers in 1853, Mr. Couch retired from active business. Taking his family, consisting only of his wife and one child, he sought recreation in travel, his health having been impaired by the confining and harassing detail of the hotel business during seventeen years. Returning to Chicago for a while, he visited the South, and passed the winter of 1855-6 in Cuba. The mild climate and delicious air of the sea-girt island seemed adapted to his need, and he determined to make it his winter home. The following winter found him at Havana with his family. After a few weeks of delightful life, he was attacked by a fever, which soon closed his career. His remains were brought back to Chicago, and as soon as a final resting-place

could be prepared, were deposited in the tomb which was constructed to receive them, in the burial ground then occupying the site of Lincoln park.

ALSON SMITH SHERMAN.

Mr. Sherman was born at Barre, Vt., on the 21st of April, 1811. His parents, Col. Nathaniel and Deborah (Webster) Sherman, were of Puritan ancestry, and from them he inherited a robust constitution, habits of sobriety and industry, a reverent disposition, and an ambition make the to best use of his abilities for his own advancement, as well as for the advancement of any community in which his lot in life might be cast. His boyhood days were spent in Barre, where at the age of twenty-two he married Miss Aurora Abbott. Three years later, he left the Green mountains of Vermont to find a new home in the West. After a rather tedious journey he arrived in Chicago, November 1, 1836. The city was then in its early infancy and he soon began work as a contractor and builder, following this business for several years. About 1849 he opened the first stone quarries at Lemont, Ill., and was a stockholder and manager of the Illinois Stone Co. The rapid growth of the city furnished a large demand for building material, and the company soon had to increase its capacity and facilities for carrying on the business. Mr. Sherman's fitness for public service began to be recognized before he had been many years a resident of Chicago, and he manifested a disposition to shrink from no participation in public affairs that the public good demanded, although he never sought office for his own advancement. As early as 1840 he was commissioned captain of company C, 60th regiment Illinois militia, holding this office until 1842, when he resigned. For two years he was chief of the fire department, resigning when elected mayor of the city. In 1846 he was foreman of Excelsior Engine company No. 5, which was organized in 1841. The fire department of that period was

volunteer, the companies being composed of prominent young men of the city, who stood side by side at the brakes and vied with rival companies in many spirited contests.

In 1842 Mr. Sherman was elected alderman for the third ward of the city, serving again in 1846. In 1844, at a second trial election he was chosen mayor on the Democratic ticket over Augustus Garrett, also of the Democratic party. (Although a Democrat at this time, Mr. Sherman has been active in Republican politics since that party's formation, and has always cherished strong Republican beliefs.) At this time the population of the city was 8,000; the property valuation on the assessor's books was \$2,763,281. The city indebtedness was \$9,795.35, and the revenue from taxation amounted to \$19,166.24, though about \$3,000 of the sum was applied to the reduction of the debt, which during the preceeding term had been raised to the alarming figure of \$12,655.40. The next year Mr. Garrett was elected to the mayoralty and the debt increased, and has never since shown such a small figure as during the Sherman term. In ten years it reached the respectable figure of a quarter of a million of dollars, and by 1857 exceeded half a million. Up to the time of Mr. Sherman's term as mayor, no very extensive public improvements had been made; water, under the control of a private corporation, was supplied by pipes leading from the lake to a reservoir, or by water carts that did a thriving business in serving a round of customers. No paving or planking had yet been laid in the streets, which in the spring were impassable for heavy teaming. The sewerage was also in a primitive condition. There was no police department, order being preserved by a city marshal and a few constables. After Mr. Sherman's term as mayor

was finished, he began work in public interests, to secure a better water supply for the city. He was one of a committee of three citizens, who in 1850 procured an act of legislation, providing that the water works be placed under control of a board of commissioners appointed by the governor. The act became a law in 1851, and Mr. Sherman was appointed a water commissioner, serving three years. During his term the system was put in operation, and was extended to remote quarters of the city. Mr. Sherman was especially interested in promoting common school education. He is recorded as attending a State convention in the interest of public schools in 1846. So interested was he, that he accepted an appointment on the city school board, and for several years gave unwearied attention to the interests of the schools of the city. When the Canal Street Methodist Episcopal church was organized, under the pastorate of Rev. Luke Hitchcock, Mr. and Mrs. Sherman were

among the original members, and Mr. Sherman purchased the lot on Canal street, where the church was located. This was the first lot purchased for church purposes west of the river. Mr. Sherman was ever a devoted member of the church, warmly supporting all its charities and mission work. Ten years later he was elected vice-president of the board of trustees of Northwestern University, which was organized by the Methodists of the vicinity and afterwards removed to a permanent location at Evanston. For some years Mr. Sherman has retired from the busy city to a quiet home at Waukegan, where he observes with satisfaction the growth and progress of the metropolis of the West. Time has dealt very lightly with him, and now enjoying a hale and hearty old age, he looks back with pride over a busy and useful life. Mrs. Sherman died in 1883. Of the fourteen children born to them, eight are now living, and fourteen grand-children and great-grand-children gather together at family reunions.

OREN SHERMAN.

The Chicago of 1836 contained a number of residents, all stirring and well-known men, bearing the name of Sherman. Two of them became chief magistrates of the city, and the others filled important positions in public affairs, and were among the enterprising citizens of the period. They were, as far as is known, members of different families, and bore no near relationship to one another. Two were brothers, who came to Chicago together, and were among the earliest, as they have been among the most versatile, energetic and successful of the early settlers in Chicago. They were Alson S. and Oren Sherman. The latter, the younger by five years, was born at Barre, Vt., on the 5th of March, 1816. His parents were Col. Nathaniel and Deborah (Webster) Sherman, both natives of Vermont. In the spring of 1836, when twenty years old, young Sherman, having passed several years in a mercantile house

in Montpelier, Vt., set out from his native State, to seek in the broad West a location for entering business. He first tried New Buffalo, Mich., but a season's trial satisfied him that the transportation facilities of that place were unfavorable, and in the fall, with the good judgment which has characterized all his business movements, he pushed on to Chicago, where he found an opening for business, and an arena in which all the tact and shrewdness of a native Vermonter had full play.

In the spring of 1837 Mr. Sherman opened a dry goods store on La Salle, between Lake and South Water streets. The location was afterwards changed to the corner of Lake and La Salle streets, and, finally, he removed to 105 and 107 Lake street, where he remained for many years. In the spring of 1838, he formed a partnership with Mr. Nathaniel Pitkin, which continued about six years.

During this time the rapidly extending commercial relations of Chicago with the western country suggested to the quick discernment of Mr. Sherman the advantages which the trade in provisions offered, and he commenced packing pork and dealing in provisions, a business which was soon to assume immense proportions. While engaged in the "side issue" of business it was estimated that one-half the entire transactions in pork in the city passed through his hands. To the partnership with Pitkin succeeded one with David Ballentine, and again with General Hart L. Stewart, all in the line of general merchandise.

In 1851, Mr. Sherman established a carpet and general house-furnishing store—the first that had been started in Chicago, which, having become well established, after two years he sold out to Messrs. Beecher, Hollister & Wilkins.

At this time Mr. Sherman abandoned merchandising to take up a branch of business of which his early life among the quarries of Vermont had taught him the value, and which the growth of Chicago seemed to have reached a point to render profitable here. It was the quarrying of stone and the manufacture of lime. In company with his brother, Alson S. Sherman, a stone quarry which he owned at Lemont, together with a plant of limekilns at Bridgeport, were energetically developed. Subsequently the lime business was disposed of, while the quarry was pushed with considerable energy. The Illinois Stone company was incorporated with the Shermans and Messrs. S. F. Gale, H. G. Loomis and W. S. Gurnee as members.

Mr. Sherman also embarked in the marble business, to conduct which, after a few years, he formed a stock company, composed of himself, Henry Wilson and George W. Prickett. With some change of proprietors this business was continued, with increasing sales, until overtaken by the great fire of 1871, when, like so many other prosperous enterprises, it was overwhelmed in the common disaster.

With one car load of marble, which escaped destruction, and the fragments of

his former stock which he was able to dig from the ruins, he resumed business. The work of rebuilding the city threw upon all the building trades an unprecedented demand, which taxed every effort to supply. That in which Mr. Sherman was engaged shared in the general activity. In the following spring he built a large manufactory on Wabash avenue, where, with his two sons, he organized the Chicago Marble Manufacturing company. Contracts for furnishing hotels and public buildings, as well as private houses and business structures, poured in, beyond the ability of the factory to turn out work. The concern passed through the panic of 1873 and a few years later was voluntarily closed. It was succeeded by the firm of Sherman & Flavin, which occupied a spacious building on Wabash avenue, where a large number of hands were kept in employment, with sales running up to a quarter of a million dollars annually. The business is still continued under the same name, although Mr. Sherman retired from connection with it, in consequence of a shock of paralysis. He has attained the age of seventy-seven years, fifty-seven of which have been passed in Chicago, during which he has borne a not inconspicuous part in her busy industries. His Chicago life is contemporaneous with that of the municipality. The little hamlet of about four thousand people, that he first saw grouped in less than four hundred dwellings along the low banks of the Chicago river, has spread out over the then trackless prairie to a metropolis of a million and a half, with the greatest warehouses, the most stupendous manufactories, and the most palatial stores to be found upon the continent. It is given to few men to witness during their mature life such a transformation, and to participate, along so many practical lines, in the erection of such a city.

Mr. Sherman married Miss H. F. Budlong, of Olean, New York, August 18, 1841. Of their four children, two are now living, L. E. and Fred J. Sherman—two daughters having died in early youth.

STILES BURTON.

The life of the late Stiles Burton in Chicago, one of her pioneer merchants, embraces a period of nearly forty years, from 1836 to his death in 1875, and covers the most phenomenal era in the growth, of the city from its infancy to full maturity.

He was a native of the town of Trumbull, Conn., born April 6, 1808. His father, Eli Burton, was a substantial and thriving farmer of New England, but died when the son was eight years old. His grandfather came from England. His mother was a Hawley. Until his sixteenth year the young man remained with his mother, who was desirous of giving him as good advantages of instruction as the vicinity of their home afforded, yet these only gave him a fair English education, while he continued to assist in the work of the farm. As he grew up he developed a taste for business life, and when fifteen left home and entered the employ of a French wine merchant, as clerk, who took him to Charleston, S. C., where he remained for two years. The association, besides initiating him into a mercantile life, gave him a knowledge of the French language, which he afterwards perfected by study and association with French people, so that he became fluent in the written and spoken tongue and an extensive reader and admirer of its literature.

Returning to Connecticut, he established himself in business in the city of Bridgeport, having a small patrimony, received from his father's estate. He was prudent and conservative, and his business thrived, enabling him to lay by each year a small sum from its profits. After nine years the business was closed and he went to Montreal, Canada, where for two years he was a merchant. During these years he devoted his spare time to reading and study, and through intercourse with the French people perfected his knowledge of their language and literature.

From the St. Lawrence to the upper lakes was a natural and not difficult trans-

ition at that time, when the water routes offered the best facilities for travel and transportation. He arrived in Chicago in May, 1836, and at once made arrangements to open business. The condition of the town was then peculiar. It was not incorporated as a city until the following year. The population at that time was but a little over four thousand, and the valuation of real property less than a quarter of a million dollars. The inflation of values and wild speculation of the years 1835-6 were about to lapse into the reaction of the following years. Times were hard, money was scarce, tax sales were numerous and the municipality was obliged to relieve financial distress by an issue of scrip, in denominations of one, two, and three dollars. But work was about to be inaugurated on the Illinois and Michigan canal, for which a liberal land grant had been made nine years before, which fact infused fresh hope and courage into the hearts of the despondent citizens.

Mr. Burton leased a store in a frame business block on Lake street, between Clark and Wells streets, and opened in it a wholesale grocery store.

A few years later he purchased from the government a lot on the corner of State and Lake streets, upon which he built a substantial brick store, and removed his business to it. This lot was afterwards, for many years, occupied by the City Hotel.

About 1841 Mr. Burton was constrained, by failing health and a discouraging condition of financial depression in the western country, to close his business and spend two years in travel abroad. He visited the home of his ancestors in England, and the "sunny land of France". Returning with restored health, he purchased a stock of goods which he shipped to St. Louis, but after visiting that old city, he decided to re-ship them, unbroken, to his former place of business, and resumed the wholesale grocery business

there, which he continued until his retirement from active trade. While enterprising in projecting his business plans, he was prudent and conservative in conducting them. He never speculated and never bought land for the purpose of selling it again. He invested surplus funds in real estate, but always with a view to its improvement and making it productive. He bought but never sold, a circumstance which has given to his estate a value far beyond the valuations which he placed upon it in his lifetime. The site of the store at the corner of State and Lake streets, bought of the government, after more than fifty years is still the property of the family. The lot upon which the family homestead stands on Michigan avenue, thought dear when he purchased it, for the purpose of building a home, for \$400 per front foot, is now valued at not less than \$5,000 per foot. The great fire swept away in a single night sixteen stores and one hotel from his lots, with but a small insurance indemnity, but fortunately left the homestead unscathed.

It was Mr. Burton's pleasant custom to set aside a portion of the income of each year to be expended in travel. He had a favorite maxim which he faithfully followed; "Nine months for business and three months for rest." He greatly enjoyed travel, visiting Europe several times, and making it an annual custom to reside with his family during the heat of the summer upon the sea shore.

Aside from the engrossing care of an extensive business, his activities were chiefly directed to the benevolences of church work. He was a communicant in St. James' Episcopal church, to which he was greatly attached, but his religious horizon was broad and tolerant and his contributions frequent and liberal. He was one of the trustees of the Dearborn Seminary, established in 1854, and took a deep interest in the welfare of young men, whom he aided by encouragement and often by financial assistance.

Another writer in summing up his life work has said of him, "A successful man of affairs, a worthy citizen, and a Christian gentleman, of the old school, Stiles Burton was one of the men most honored and esteemed among the early citizens of Chicago."

The happiness of Mr. Burton's life was greatly augmented by his marriage, in 1844. The lady of his choice was Miss Ann W. Germain, daughter of Stephen Germain, a pioneer farmer of the Fox River country. The family came to Illinois the same year that Mr. Burton came to Chicago. Mrs. Burton was born in Chenango county, New York, Gen. Obadiah Germain, a distinguished soldier and statesman of the last generation, being one of her uncles. She still survives, in a vigorous and green old age, occupying the beautiful homestead on Michigan avenue and surrounded by her children, Le Grand and Lester Burton, and Mrs. Ira Holmes. Mr. Burton's life closed after a protracted illness in 1875.

BENJAMIN WRIGHT RAYMOND.

On the 6th of April, 1883, at the ripe age of eighty-two years, forty-six of which had been spent in Chicago, there passed away one of the most worthy, as also one of the most versatile and enterprising, of the earlier residents of the city.

Benjamin W. Raymond was a native of the State of New York, born at Rome, Oneida county, in 1801, and spending his

childhood in St. Lawrence county. With little more than the education obtained in the common schools, although his early training included a few terms in a French boarding-school in Canada, he began the battle of life when nineteen years of age, as the employe of a lumber merchant, with whom his duties seem to have been various—all the way from floating logs to selling them. A

few years later he was enabled to start in business for himself, opening a small store. His mother died when he was a child, and his father—Judge Benjamin Raymond, of St. Lawrence county, New York—when he was twenty-two years old, and the care of a large family of younger brothers and sisters, children of his step-mother, was thrown upon him. This responsibility, however, only nerved him to more strenuous exertions, as well as to the cultivation of habits of economy and industry, which with him, as has been the case with so many others, became handmaids of fortune.

When twenty-five years of age, under the persuasive influence of the preaching of the Rev. C. G. Finney, a noted evangelist, and afterwards president of Oberlin college, he professed religion, and ever after was a consistent member of the church and a leader in works of charity and reform. He became particularly interested in temperance, and was one of the first of his time to give up the sale of liquors in his own business, although this had been the principal source of his profits.

Up to 1831, Mr. Raymond had resided in St. Lawrence and Oneida counties, N. Y. During this year he removed to East Bloomfield in the same State, where he continued his mercantile business with considerable success, and in 1835 married Amelia Porter, daughter of Reuben Porter, but at this time step daughter to Judge Josiah Porter, of that town.

About this time Mr. Raymond's attention was drawn to the "far West," and, under the promise of financial assistance from Mr. S. Newton Dexter, of Whitestown, N. Y., an old friend and subsequently a brother-in-law, he decided to investigate the new country with a view to settling there. He rode through Ohio and Michigan on horseback, and selected Chicago as the most promising of the rising towns. In June, 1836, he came to the place, bringing with him a large stock, principally of dry goods, and opened them for trade in a brick store located on

Lake street east of Dearborn. It was an unpropitious time. A revulsion from an exciting speculative period was setting in, and traders were anxious to work off their stocks. Mr. Raymond, with that quickness to apprehend the necessities of an emergency that always characterized him, opened branch stores in Milwaukee and in Elgin, and turned a large part of his stock into real estate, which was then the most abundant and about the cheapest thing in the market. Besides this, Mr. Dexter, who was possessed of considerable means, made liberal advances to tide over the hard times, and the credit of the firm was sustained. The real estate, too, proved, in the end, an excellent investment and the basis of a fortune.

The peculiarity of Mr. Raymond's business methods is well illustrated in these transactions. He was always ready to change, and to take opportunity as it offered. But as his prudence and conservatism were exceptional, his prescience almost infallible, and his integrity of the highest, there was never the slightest suggestion of fickleness or of a lack of persistency in any of his undertakings. Yet in the course of years, the number of different enterprises in which he became prominent was very great. Without going into details of date, he at one time did a large commission business, first in grain, then in such commodities as safes, scales and church-bells. Always ready to invest in any project that held out a promise of helping to develop the resources of the new country, he was at various stages interested in different manufacturing companies, including leather, a mechanical bakery, woollen goods, locomotives, fire engines and watches. He became president of the Chicago Board of Trade, an organizer and director of the Galena and Chicago Union railway, the first to be built in the West, of the earliest stock of which he was the chief negotiator, and president of the Fox River, and also of the Wisconsin Central railways. One of his early business connections was with the Hydraulic company, which undertook to

supply the city with water, and was the nucleus of the present magnificent water supply system, and from its incipency up to the time of his death, he was one of the directors of the Chicago Gas company.

One of his most successful enterprises was the organization of the celebrated National Watch manufacturing company, of Elgin, Ill., of which he was the first president, holding the office for many years. To quote from "The Keystone," the organ of the jewelers: "He became interested in watch manufacture through the representations of the chief designer of the works at the Waltham factory. He enlisted the interest of leading capitalists in Chicago in the project, and thus was started the immense concern that now gives employment to 3,300 individuals. As it was expected that two years would be spent before turning out a single watch, it required much argument to induce capitalists to bury their investment for the period intervening. There was a tariff at that time on watch cases, and this fact furnished one argument always pressed by Mr. Raymond when urging his friends to engage in the enterprise. He used to dwell on the certainty, in view of the tariff, of making the factory a success; but over and above this, being an enthusiastic protectionist, he used to illustrate the benefits of the system by picturing the advantages and sense of manhood that would come to the workingman when watches should be so cheap that almost every one could purchase and wear them. His hearers did not always follow him to the full extent of his inferences, but they gave them their subscriptions, and to-day not one word that he said has not come true. The money that they were induced to invest has been doubled and re-doubled, it would be difficult to say how many times, and the workingmen, not only of America, but—through the imitation of American machinery in Europe—all over the world, have derived fully twice, possibly four times, as great benefits as Mr. Raymond always claimed would be the case when arguing his

cause with what his friends might have deemed "a little too much enthusiasm."

Mr. Raymond was a Whig in politics when, and long after, he identified himself with Chicago. Probably it was far from his thoughts to lead a political life, much less to become a candidate for the chief executive office of the city. Nevertheless, he was elected mayor in 1839, being the third to hold that office after the incorporation of the city. William B. Ogden was first, in 1837; B. S. Morris second, in 1838. The city was Democratic, but his great personal popularity and his reputation for probity, as well as manifest devotion to the public welfare, carried him triumphantly into the chair. After an interval of two years he was elected mayor for a second term, although against his own desire; and about twelve years later he was again nominated by a combination of both parties, but declined to run. His administration fully justified the partiality of the people of Chicago for him. It was decidedly a business administration. No paltry consideration of profit to himself controlled him. On the contrary, when excitement on the subject was running high, he gave a casting vote in favor of building a bridge across the river at Dearborn street, although his own residence and place of business and all his property were on the south side. During his term, a large number of "canallers" or "tramps" as they would be called to-day, were thrown upon Chicago by reason of the stoppage of work on the canal, and the mayor turned over his entire official salary for their relief. During this period, too, the Fort Dearborn reservation was sold, and the mayor, through his personal efforts, succeeded in securing for the city the tracts of land that are now known as Dearborn Park and the Lake Front, and in arranging that Michigan and Wabash avenues, throughout their whole length, and State street, from Water street to Madison, should be laid out at their present width of one hundred and twenty feet; and in addition to this he obtained for the city

the old Dearborn cemetery, which subsequently became the nucleus of Lincoln Park. Thus he may be said to have begun that which has now developed into the park and boulevard systems of the city. When he took the chair the city finances were sadly deranged and its credit impaired. By introducing system into its affairs and economy into expenditure, the treasury was again filled, and the public credit restored.

Through all his career, while diligent in business, Mr. Raymond seemed to be guided by a paramount desire to make his life useful to others. Beginning by doing the largest share toward educating his younger brothers and sisters, there never was a year in his life in which he was not paying the expenses at schools, seminaries or colleges of several young people who were in no way related to him. He was a liberal—more than a liberal—a self-sacrificing contributor to all worthy causes of benevolence; and when he died his account books showed that he had given away very much more than the amount of which, at any one time in his life he had been possessed. He was a man constitutionally averse to exhorting others to their duty in religious meetings; but his character and silent example were such that he was early chosen an elder in the First Presbyterian church, and later of the Second Presbyterian church, of which he and his excellent wife were original members. He was an elder for more than forty years. In looking over the annals of Chicago, his name is found connected with many charitable and educational institutions, in some of which he was the leading spirit. He was for twelve years, for instance, the president of the board of trustees of Lake Forest University, having been instrumental in securing the charter for that institution and in having the town site of Lake Forest itself laid out in the manner which causes it still to be so greatly admired. He was a trustee also of Beloit college, of Rockford Female college, and of Bell's Commercial college.

His interest in education led him to attend

a State common school convention in 1846, held to stimulate public interest in popular education. He was at one time president of a Chicago Sacred Music society, being himself a singer and a flute-player. He was also a trustee of the Illinois Savings Institution, an incorporator of the Rose Hill Cemetery and of the Old Ladies Home, a member of the Historical and Humane societies and vice-president of the Illinois Charitable Eye and Ear Infirmary, and last, but not least, he was one of the famous regiment of Home Guards, organized in 1861, to take the place of younger men whose services were needed at the front.

It was while contemplating the character of Mr. Raymond that a competent judge, a native of the city, said recently: "Contrary to the opinion of all the world outside of Chicago, the founders of the city, instead of being the most materialistic people in the world, contained a large number of leaders who were intense IDEALISTS—men who had more public spirit than private greed, who cared more for serving humanity than for making money; and there are many men of the same kind in the city to-day, most of native but some of foreign extraction, but, as a rule, all of them products of distinctively American educations and institutions."

There is another fact that ought to be added here, if, for nothing else, as a matter of simple justice to the class of the early settlers of Chicago, of which Mr. Raymond was a representative, and that is this: the writer, speaking from an experience both in this country and in Europe, which has not left him unacquainted with the requirements of that to which he refers, has no hesitation in saying—what no one intimately acquainted with Mr. Raymond would gainsay—that it would be impossible to conceive of a man, who, from the minutest details of personal habits and conduct up to the more obvious matters of propriety and dignity in the use of language, written or spoken, and the more complex demands of delicacy in taste and scrupulousness in honor, and—away beyond

any mere absence of ostentation or self-assertion—of positive magnanimity in courtesy, could better fulfil, to the last degree, every requirement necessary to the perfect realization of an ideal “gentleman” and more than this, of a “Christian gentleman.” If ever there were a refutation of the claim that to be a prince, one must be of royal blood, it was afforded in Mr. Raymond.

Mrs. Raymond, who, in unselfish devotion in connection with public and private efforts for the good of others, was a worthy associate of her husband, died in 1889. Of their two children, only the younger survived them, namely, George Lansing Raymond,

for several years a professor in Williams College, Mass., of which institution he was a graduate; and later in Princeton College, where he filled the chairs, first of “Oratory and Aesthetic Criticism” and afterwards, as at present, of “Aesthetics.” Prof. Raymond is also the author of several text-books, “The Orator’s Manual,” “The Speaker,” and the “Writer,” as well as of volumes of critical essays. Among his best known works may be mentioned “Poetry as a Representative Art,” “The Genesis of Art Form,” and “Art in Theory;” “Modern Fishers of Men,” a novel, and the poems—“A Life in Song,” “Ballads of the Revolution,” “Sketches in Song.”

JAMES YOUNG SANGER.

The active life of this enterprising man was connected with the most important period in the development of Chicago, from 1836 to 1867, and is linked with the construction of some of the most important of those public works which stimulated her growth, and were the bases of her commercial supremacy. Although his personality is unknown to the latest generation of the citizens of Chicago, he having passed away in 1867, his labors were so fruitful of great results, and were conducted on such a scale of magnitude and with such force of enterprise, that they entitle his name to be remembered with sentiments of profound veneration among the founders and builders of the city’s greatness.

Mr. Sanger was born at Sutton, Vermont, on March 14, 1814. His father was David Sanger, who was a contractor on public works. From their childhood his four sons were familiarized with the methods of performing large contracts from association with their father and being employed as his lieutenants. At fourteen years of age, James Sanger entered a large mercantile establishment in Pittsburgh, Pa., where, as head clerk, he learned systematic methods of business and acquired a discipline which

contributed to the success of the great enterprise which he afterwards undertook. While yet in his minority he was associated with his father and elder brother in work in the construction of the Erie canal in New York, in similar work in Pennsylvania, in jobs on the Ohio canal, and on the Wabash canal in Indiana. When he had attained the age of twenty-two the family removed to St. Joseph, Michigan, where they established a large supply and general store, and also engaged in bridge building and other similar enterprises.

The building of the Illinois and Michigan canal, which had long before been projected and which had been endowed with one of the first land-grants made by Congress, first brought Mr. Sanger to Chicago, in 1836. He accompanied his father and Gen. Hart L. Stewart to attend the letting of contracts for the construction of that pioneer work. The associates secured several large contracts and immediately commenced preparations to execute them. Their first contract was for excavations in the neighborhood of Chicago, and afterwards they executed a large amount of rock work. The aqueduct at Ottawa, the locks at Peru, and much other work was done by them. Operations were suspended

in 1840 by reason of the inability of the State to meet its obligations, and the necessity forced upon the contractors to receive depreciated scrip in payment of balances due them, which was disastrous to prompt pecuniary returns.

In the summer of 1841 Mr. Sanger was married to Miss Mary Catharine McKibben, at Lockport, Illinois. The alliance was a distinguished one in point of the ancestry and family connections of the bride. She was the daughter of Col. James McKibben, whose family, after his death, had removed from Pennsylvania to Michigan. Mrs. Sanger's mother was a daughter of William Nelson, who was a brother of Admiral Horatio Nelson, the greatest of English Admirals and the hero of Trafalgar. Her father was an old fashioned Irish gentleman, who emigrated to America soon after the revolutionary war, and settled in Pennsylvania, where his family grew up and where his daughter married Col. McKibben. After a bridal trip to St. Louis, made partly by private conveyance and partly in a little steamer down the Illinois and Mississippi rivers, the wedded pair took up their residence at Ottawa, and at Chicago, where Mr. Sanger had business interests, they resided for several years.

The year 1850 brought to the western country a great revival in the construction of public works, particularly of railroads. Mr. Sanger, ever on the alert to push great enterprises of construction, with which he had been familiarized from boyhood, organized what would have been called in modern parlance a construction company, which included, besides himself, his brother, L. P. Sanger, Gen. Hart L. Stewart, a brother of Gov. Horatio Seymour of New York, and other gentlemen, under the style of Sanger, Camp & Co. This company first undertook the construction and equipment of the Ohio & Mississippi railroad, projected to run from East St. Louis to Vincennes, Ind., a distance of 150 miles. A few months later they undertook the Belleville & Alton

railroad, a length of thirty-five miles. Within five years from its formation the enterprising company had in hand the construction of the North Missouri railroad, a distance of 180 miles, and a line of railway from St. Louis, by way of Vandalia, to the Wabash river, near Terre Haute, Ind., a length of 160 miles. These contracts involved estimates reaching \$21,000,000 and the completion of 825 miles of railroad. Before they were completed the panic of 1857 had overtaken the country, putting a stop to the wild competition in railroad building and involving many of the companies in bankruptcy. The construction company was overtaken by disaster, and its members suffered severe losses. Mr. Sanger now went to the Pacific coast, which had not participated in the financial blight which had overspread the East, and constructed a line of railroad from Sacramento to Marysville, which was the first to be opened in California.

The beginning of the war period found him again in Chicago, ready to contribute his skill in organizing great enterprises for the aid of the Government. His attention was now given to furnishing supplies of various kinds for the army and munitions of war, which occupied him until peace was secured.

After the war he turned his attention again to railroad construction. In connection with Gen. James H. Ledlie he organized a syndicate for the construction of a portion of the Union Pacific railway. Several contracts were secured, and Mr. Sanger made preparations to execute them in his energetic fashion. Failing health, however, compelled him to relinquish his share of the work, and he disposed of his interest to Gen. John M. Corse. The contracts were carried out by the company, which received large profits from them. The sickness which had overtaken Mr. Sanger in the beginning of this gigantic undertaking growing worse, cut short his life on the third of July, 1867. At the time of his decease he was fifty-three years of age. Thirty-one years he had been

a resident of Illinois, and most of the time of the city of Chicago. No one had been more energetic, nor had any one contributed in a greater degree to the furnishing of those great arteries of commerce, which in the decade from 1850 to 1860, doubled the population of Illinois and more than trebled that of Chicago.

"Few of the early settlers of Chicago were more widely known than Mr. Sanger. His business operations extended over a wide area of territory, and brought him into contact with a great number of people, representing all spheres and conditions of western pioneer life. Fertile in resources, the reverses which he met with from time to time proved but temporary embarrassments, and every new undertaking was prosecuted with a zeal and energy which merited, and usually attained, success."

The engrossment of such gigantic undertakings left little time to engage in other employment. He gave his thought and attention to his business, and left public concerns and the conduct of financial affairs to those whose tastes or leisure better fitted them for such tasks. He, however, found time to indulge in the social intercourse and charitable work of the Masonic order, with which he was identified for many years.

The family was blessed with three children. One of the two sons, James McKibben Sanger, died some years since, leaving two sons, George P. and John F. Sanger. The other son, Fred W. Sanger, is a resident of Chicago. The only daughter is the wife of George M. Pullman, one of Chicago's most distinguished citizens. Mrs. Sanger survived her husband, and is still a resident of Chicago, where she has lived for nearly fifty years.

JOHN W. JACKSON.

This gentleman was, at the time of his decease, one of the most venerable citizens of Chicago, where he had resided for fifty-five years, having settled here before the city was incorporated.

Mr. Jackson was born in the borough of Riston, not far from Hull, England, on the 25th of September, 1809. His father, Robert Jackson, was an English farmer, whose means enabled him to give his son a fair education, but did not hold out a promise of patrimony nor exemption from the necessity of labor in his early years. He found employment with neighboring farmers, and met with such success that he married at the age of eighteen, but his wife did not long survive. Before his majority he joined a company of emigrants which landed at Quebec, with only money enough to pay his way to Montreal. There he remained for a while, working at such jobs as fell in his way, but soon pushed towards the West, stopping at Little York, now Toronto. The teamster who took his trunk to lodgings

refused to take his last remaining shilling, which generosity led to a friendship and to a business partnership. He found employment with a farmer near the village of New Market, and after a little more than a year's service invested his savings in a small farm, which he lost through the dishonesty of a supposed friend. He next went to Detroit, where, after paying his hotel bill, he had only ten cents remaining. Pushing on westward on foot, he found employment at Deerbonville, Michigan, in a hotel, where he soon afterwards opened a butcher's shop, which he conducted for two years. He next took up a temporary residence at Michigan City, Indiana, and in the summer of 1836, arrived in Chicago. Without means, or a mechanical trade, the first few years of life in the new town presented a hard struggle. He soon engaged in freighting between Chicago and Galena and between Chicago and Peoria, but after a few years he abandoned that laborious and precarious occupation because of a painful accident, the

slow and costly recovery from which left him nearly penniless. About two years later he opened a meat market in Chicago. He purchased, of William B. Ogden, an acre of ground far to the west of the business centre of the town, paying for it the sum of \$300. Upon this he built a small house, and cultivated a garden and kept a dairy.

To the present resident of Chicago, who rides in the suburban cars from his place of business for several miles to find a twenty-five foot lot, costing as many thousand dollars as Mr. Jackson's acre cost hundreds, it seems a strange tale that during the mature life of one, until recently an active man, a homestead not far from the site of the present postoffice was improved as a market garden, and sheltered a dairy whose cows cropped the wild grasses then growing along the south branch of the Chicago river. Yet this little plat of ground, firmly held and gradually improved, has been the source of an ample fortune. Before the expanding city had reached the farm of Philo Carpenter on the west side, or had invaded the tavern lot of Willard Myrick on Prairie avenue, the little urban homestead was in demand for stores and residences. Its owner made from time to time such improvements as were in demand, building first a row of two-story residences and later apartment buildings and a

handsome business block, until his property was entirely covered, and yielded a handsome income. Thus Mr. Jackson, by force of circumstances which he did not anticipate at the time of his purchase, was transformed from a gardener and rural dairyman to a landlord, owning one of the princely properties of Chicago.

Meanwhile he had married Miss Elizabeth Swain, a resident of Chicago, of English descent, by whom he had a son and daughter, who are now residents of Chicago. After the death of Mrs. Jackson, he was again married to Mrs. Sarah E. Golding, a resident of Chicago since 1858. She was the first white child born in Kent county, Mich., and was the daughter of a family emigrating from Connecticut in the early days of Michigan.

Commencing life in obscurity and poverty, laboring in humble occupations with steady industry, practicing economy and sobriety, Mr. Jackson prospered in his affairs. He saw a great city grow up about his home with marvelous rapidity, and profited beyond the fortune of most men in the value which a growing community confers upon a fortunate location.

Mr. Jackson survived amid the scenes that he had so long witnessed until 1892, when he passed away at the age of eighty-three years.

THOMAS HOYNE.

Thomas Hoyne was an exemplification of the predominance of the self-made man, and of the truth of Judge Drummond's saying: "It is not those who have, but those who gain, a competence who gain great distinction at the bar." He was born in New York city, February 11, 1817. He was the oldest of seven children. His parents, who were Irish, both died when he was thirteen years old, and he was apprenticed to a manufacturer and served four or five years, always burning with a desire to do something better and always studying; with the ines-

timable help, as he afterwards gratefully and lovingly said, of the Reverend Dr. Archibald Maclay, of the Baptist church, and his family. They lived in 1835 in East Broadway, a part of the city which for two or three generations was the abiding-place of solid respectability and piety (especially, by the way, among the Friends), quite separated from the fashionable and aristocratic Battery, Bowling Green, Trinity church and west side region.

He joined the "Literary Association," which included, beside the Maclays, such

men as Horace Greely, George Manierre and Charles P. Daly; and it was in such company that he laid the foundation of his power as a speaker. In 1836 he entered the law office of Judge Brinkerhoff, and in 1837 came to Chicago, having a tempestuous passage of two weeks from Detroit on the brig "John H. Kinzie." He landed at the Lake House dock and crossed the river by the Dearborn street drawbridge (raised by chains and a crank), noticing, as he went along, the high, rank herbage of streets newly opened and the great stretches of such streets without houses or sidewalks. The court house, fronting on Clark street, at the corner of Randolph, stood in an open lot, the former court house square, was fronted with a wooden Grecian portico. In the large, upstairs room he found his old friend, George Manierre, deputy clerk under clerk Hamilton. Here he went to work at ten dollars a week. He was a good and hard student, and soon became one of a literary society, wherein he was a frequent speaker. In 1838 he taught a public school, one of the first organized in Chicago. Among others with whom he soon became acquainted was Dr. John T. Temple, owner of the Temple building, the first in the city to bear the name of its owner. On September 17, 1840, he married Lenora, eldest daughter of Dr. Temple. During the same year he was elected city clerk and found the salary of \$400 a year sufficient for comfortable family maintenance according to the humble standard of that day, when farm products were brought in and sold from "prairie schooners" traveling from door to door.

Times were desperately dull, and in 1842 he moved to Galena, where the lead-mining brought in some solid money to take the place of the "wild-cat" currency, which had been so depreciated by the collapse of 1837-8. Two years later, however, he returned, and thenceforth grew up with the city. In 1847, 1848 and 1849 he held the office of probate justice, the light duties whereof did not prevent his practicing law, all the records

and papers of the office being kept in a few pigeon-holes in an ordinary desk. In 1853 President Pierce appointed him United States district attorney for Illinois, and in 1859 he became United States marshal for the northern district, under Buchanan. His standing as a lawyer was always growing. He was recognized as a man of earnestness and strong will. There was then no specializing of the profession; every lawyer practiced in law and in equity, in civil and criminal cases, in commercial, patent and admiralty matters. Oratory was universal and Mr. Hoyne enjoyed high distinction as a speaker. To get an idea of Mr. Hoyne's literary power and style, one should read his "Lawyer as a Pioneer." Still, as time wore on, he turned more and more to commercial and real estate law, in which he made his most profitable success.

Like other patriotic Democrats, he became a "free-soiler" and supported Van Buren and Adams in 1848, when Taylor and Fillmore defeated Cass and Butler. Thenceforward he worked in constant accord with his friend Stephen A. Douglas, and with that great and true man espoused the Union cause with all his might on the breaking out of the rebellion. In 1870 he was nominated for Congress, but declined to run.

It was in 1876 that Thomas Hoyne earned his greatest civic honor and renown. The city government had fallen into a slough of corruption. He organized a "Reform Club," which called a mass meeting of citizens at the exposition building, whereat it is said that 50,000 men of all political parties were present! Mr. Hoyne was nominated for mayor and received a majority of 33,000 votes, the largest majority ever given any candidate for that office. Mayor Colvin contested the legality of the election and the circuit court, by a vote of three to two, sustained Colvin, on the ground that the call for an election had not been issued by the common council, as required by law. Mr. Hoyne had possession of the office and might have appealed the case; but as the

issue was at least doubtful, and as the Colvin administration agreed to resign provided another election should be held, Mr. Hoyne resigned after a tenure of office for six weeks. He refused to allow the use of his name at this election and Monroe Heath was elected, the reform measures instituted by the Hoyne government being carried out and the city redeemed from its corruption, perhaps rescued from impending ruin. A short and imperfect statement of Thomas Hoyne's public services to Chicago is as follows:

In 1850 he was president of the Young Men's Association, the leading literary society of the city and the fore-runner of the magnificent Public Library. He was a life member of the Mechanics' Institute, the Academy of Sciences and the Historical Society.

He was a trustee of the University of Chicago, and succeeded William B. Ogden as president of the board. He contributed \$5,000 to the foundation of the law department. He was a chief promoter and

the first secretary of the Astronomical society and mainly instrumental in getting for Chicago the magnificent eighteen-and-a-half inch object-glass, then the largest and finest in the world.

After the great fire he was one of the leaders in establishing the Chicago Free Public Library, helping to secure the needed State legislation, and serving during its early years as president of its board of directors. On Thursday, July 26, 1883, in full health and vigor, Mr. Hoyne set out on his annual summer vacation, bound for the St. Lawrence, the White mountains and Saratoga, and on the next evening the train carrying him dashed into a freight car at Carlyon station, on the Rome, Watertown and Ogdensburg railway, and in a moment the engines and coaches were lying in a confused heap. The dead body of Mr. Hoyne was taken out a few hours later, and was buried from St. Mary's (Catholic) church on the following Monday, in presence of a great concourse of leading citizens.

JOHN DRAKE JENNINGS.

The late Mr. Jennings was one of the oldest settlers in Chicago. His residence was commensurate with the municipality, he having first settled here in 1837, the year the city government was organized. In what a marvelous development did he participate! The growth which developed other cities of like magnitude occupied as many centuries as Chicago has taken decades. A population of a million and a half gathered within one man's career, and mostly under his own eye!

Mr. Jennings' parents were of English stock, but they and their ancestors had been residents of the State of New York for two hundred years, having been among the first settlers in Lockport. At the time of their son's birth they lived at Benson, Rutland county, Vermont. There John D. was born, on the 10th of April, 1816. His parents removed to Lockport, N. Y., while he was

a child, and he passed his youth about the tavern kept by his father, and witnessed the stirring events connected with opening the Erie canal through that summit town. At the age of eighteen he left the rooftree of his boyhood, seeking the labors and rewards of an independent life. Going to Buffalo in 1834, he engaged in the real estate business and within two years had gained such confidence that he sought the headquarters of the business by removal to the city of New York. The panic which had its culmination at the East in 1837 so depressed all branches of business that the young man, then having barely reached his majority, converted his effects into a stock of merchandise and brought it to Chicago. He arrived on the first of July, 1837. Here, too, he found that the panic had depressed values and destroyed trade, so as to make it an un-

desirable place to offer his stock. Rightly judging that an interior town would furnish him a better market, he took his goods to Cass county, Michigan, where he established a store, but left it in charge of a brother, while he himself made Chicago his headquarters. With the experience of a dealer in real estate, and a sound judgment, he had his eye fixed on the place which has in his later experience exceeded all others in the magnitude of its real estate transactions, and eclipsed all others in the rapid increase in land values.

A little more than a year after his arrival he returned to Lockport and married Miss Hannah W. Brizee, but did not bring his family to Chicago until about 1843. In that year he built a store on Lake street, east of State street. The locality was at that time the favorite residence part of the town, and the invasion of its quiet and pleasant precincts by business was resented by the householders as an intrusion.

Mr. Jennings sold out his mercantile business in 1850, and thenceforth confined his attention to, and invested his means in, real estate. The opportunities were abundant. Real estate in any fairly good location was the best purchase which the city afforded. One could scarcely go amiss, and an investor with the experience and good judgment possessed by Mr. Jennings was sure of speedily multiplying his capital. The rapid accumulation of great estates by the early settlers was no marvel, nor did it show uncommon acuteness. Ordinary sagacity and prudence sufficed. While trade and speculation (absorbing pursuits among the citizens of Chicago) have brought disappointment and failure as well as great success, real estate, firmly held, has never failed to yield rich returns.

The knowledge and good judgment displayed by Mr. Jennings made him an authority in all controversies respecting values in

the central portion of the city, and his testimony was frequently called into requisition.

Mr. Jennings has been interested in many enterprises which have contributed to the welfare of the city.

One of the embarrassments which confronted the residents of the young city was the lowness of its site, involving poor drainage and threatening the public health. How to raise it was a problem, which he took in hand to solve.

Another enterprising citizen and himself sent, at their own expense, to Boston, and induced Mr. Brown to come here and undertake the raising of the first large building up to a new grade. This successfully accomplished, others followed, and in a few years Chicago had raised herself some eight feet out of the mud and was a reasonably well-sewered city.

The South park boulevard system, such an embellishment and attraction to the city, had its origin largely in the agitation set on foot by Mr. Jennings and some like-minded, far-seeing citizens. The same may be said of the street transit system, that of the south side having been adopted and developed largely through his influence. The Wabash avenue line, constructed in 1874-75, was one of the projects in which he was deeply interested. He was also the first to promote in Chicago the ninety-nine years lease system now so popular.

Mr. Jennings held the position of vice-president of the Mutual Trust society from its organization until it was merged into the Jennings (now the Equitable) Trust company in which he held the same office until his death.

Mr. Jennings survived in the city whose growth he had watched and advanced until April 14, 1889, when he passed away.

Two sons survive to perpetuate his name and cherish his memory, George Frank and Edwin B. Jennings.

ALONZO JOSEPH WILLARD.

A gentleman who, coming to Chicago after he had reached his majority and mingling in her busy life for fifty-five years, is still among her active business men, giving daily attention to the management of a great corporation of which he is the executive head, is an anomaly. Most men who have reached their seventy-seventh year, especially if fortune has crowned their life's labor, feel like retiring from the strife, and enjoying the ease and dignity which they have earned. Not so Mr. Willard. With intellect unclouded, and manly strength but slightly abated, with an erect form, firm step and clear vision, he goes about his daily round of affairs as in the days when struggle seemed to be a necessity. It is an inheritance from a vigorous ancestry, strengthened by a life of activity and healthful labor, and unimpaired by any of the irregularities or vices which wreck so many lives.

Mr. Willard comes from a notable family, which settled at Concord, Massachusetts, as early in colonial history as 1634, and has numbered among its descendants, his ancestors, some of the most distinguished men in church and State in their generations. Among them were two presidents of Harvard college, a minister of the "Old South Church," in Boston, a secretary of the Massachusetts colony, and many graduates of Harvard. His great grandfather, Rev. John Willard, was pastor of the Congregational church at Stafford, Conn., for a period of fifty years. His grandfather, Rev. Joseph Willard, was the first settled minister at Lancaster, N. H., where he received a farm as an inducement to assume the pastorate. This he cultivated during his lifetime and handed down to his son, Major John Haven Willard, the father of A. J. Willard, the subject of this sketch. The major inherited much of the intellectual vigor of his forefathers, and with it a true Yankee versatility and energy which led him into an active

course of life. He was a man of fine attainments, and exercised considerable influence in the communities where he lived. He was justice of the peace, an active politician, and a frequent contributor to the press. He was by turns peddler, farmer and innkeeper. He married Miss Beede Cooper, a daughter of Judge Jesse Cooper, an influential man in Vermont.

From such parentage Alonzo J. Willard was born, in the town of Lancaster, New Hampshire, on the 11th of February, 1817. He was familiarized from childhood with the active pursuits, in which his father was engaged. The home life on the farm tasked his youthful strength, and developed industrious habits and bodily strength. These labors were not so incessant as to deprive him of school advantages, for in addition to winters at the district school, he had a short session at the neighboring Lancaster Academy. But these facilities were of far less value than the aid which his father gave him in self-instruction. Together, these afforded him what was called in those times a good English education. For a few years he lived in Vermont. When he was nineteen years of age his father removed to Maine, where he kept an inn on the high road. By the time he had reached his majority he had enjoyed an unusual experience of varied life in three States, had tried his powers in a variety of occupations, and seen much of life. At this time he started out for himself with a Yankee's patrimony of "twenty-five dollars and a patent right." The latter was for a bee-hive, which he sought to sell among the farmers of Rhode Island and along the Hudson river. He made some sales, but the bee moth had gone before him, making such havoc among the apiaries, that he soon abandoned the venture. Some relatives had settled in the West, and the young man, full of vigor and enterprise, followed in their path. Stopping a few weeks with some of these at

Cleveland, Ohio, he heard such reports of the rising town at the foot of Lake Michigan that he pushed on, and reached Chicago during the first week in September, 1837. It was an unpropitious time. The panic of the preceding year had prostrated the infant enterprises of the incipient city, and values had shrunk to a discouraging point. The population of the city was not far from thirty-five hundred, and many of these had met with business reverses and were themselves competitors for employment.

The young man did not expect to pluck fruit from trees that he had not planted. He did not shrink from honest labor, and was content to earn his way by the sweat of his brow. Purchasing some tools, he went out on the prairie near Bridgeport, and, swinging the scythe through the tall prairie grass, took up a quantity of hay. He accepted any work that he could find, and, for want of a better occupation drove a team. During the following winter he took passengers to Peoria. When another summer came he hired out to do farm work, or anything else that offered. Thus several years passed while he worked constantly, but in a desultory way. In 1844 he obtained employment with Messrs. Wadsworth, Dyer and Chapin, who carried on a general mercantile business, as clerk and weigher. The compensation was small and the duties hard, but it offered permanent employment, with a possible opportunity for advancement. He remained with this firm for about three years.

Mr. Dyer, one of his employers, was Receiver of the United States Land Office, and, having occasion to transfer some of his receipts to the sub-treasury at St. Louis, sent Mr. Willard, in the spring of 1849, to guard the treasure. There was about \$50,000 in specie, which was packed into some thirty boxes. Contract was made with Frink and Walker, proprietors of a stage line, for transportation at Springfield. The outfit started out gaily in a covered sleigh, which at Joliet was exchanged for a coach. The roads grew so heavy that at Marseilles this

was discarded for a farm wagon, in which the party pushed on by day and night to Springfield. There a four horse team was hired to take the party to Jacksonville, from which point a short railroad line that had lately been put in operation carried it to Naples, whence the journey was finished on a steamboat on the Mississippi river. As soon as the money could be counted and receipted for he started on his return, by steamboat up the Illinois river as far as Ottawa, where a team was hired to bring him through to Chicago. The trip occupied twenty-six days of almost constant travel, although made with all possible expedition. The same journey can now be made between sun and sun, and in a style of luxury unknown in the best hotels fifty years ago.

In 1847 Mr. Willard put in the little capital he had accumulated during nine years of constant exertion, with Mr. Augustus Dickinson, with whom he purchased the furniture and lease of the Chicago Temperance House. At the end of a year he sold out his interest to his partner, content with that short experience of tavern keeping. He next took an interest in the Union Transportation Line, running boats on the canal from Chicago to the Illinois river. He personally took command of a canal-boat, and for the next ten or twelve years followed the tow-path, though in a more exalted position than that occupied by President Garfield in his early life. The pecuniary results of canal boating were so satisfactory that a few years after he commenced the business, he thought himself able to enlarge his domestic establishment. On the 9th of August, 1855, he married Mrs. Laura A. Wooster, widow of David N. Wooster, of Missouri. She was a daughter of Mr. Ethan Walter, of Goshen, Connecticut, a family of promise in that old commonwealth.

About 1860, railroads having supplanted canal transportation and rendered the business unprofitable, Mr. Willard took up another line of business, which he has since pursued with uncommon persistence and in

which he is still engaged. In company with two other gentlemen, under the style of Wadhams, Willard & Company, the business of cutting, storing and delivering ice was undertaken. The capital at first employed was only \$6,000. The business grew, as it was prosecuted systematically and pushed with characteristic enterprise. In 1877 the company was capitalized at \$250,000, and incorporated under the name of the Washington Ice Company. Mr. Wadhams was president of the company until his death, some six years ago, since which Mr. Willard has held the office. The operations of the company are very extensive.

While others of his cotemporaries in Chicago—engaged, some in trade, some in manufacturing, others in speculation, and still others in buying up adjacent lands, and converting farms into city lots—have outstripped him in the accumulation of wealth, his enterprise has brought a fair competency, and, what is of far greater value, has left him vigorous in advanced age, with as great capacity of enjoyment as belongs to much younger men, and with the satisfaction of having wrought, with laborious hands and to good purpose, in rearing to its gigantic pro-

portions the magical city of Chicago. Mr. Willard, with a faultless memory, recalls to ready listeners interesting events in his Chicago experience, and, like the veteran of Napoleon's Guard, delights to "fight his battles o'er again." His close attention to business has left him little time to engage in outside enterprises, though, like most Chicagoans, he has at one time and another owned, bought and sold town and city lots.

His father claimed the honor of having first named the Republican party in Franklin county, Maine, in 1855. The son has been an enthusiastic Republican since the party came into being, and before that time was a Henry Clay Whig. His church connection is with Trinity M. E. Church, being a contributing member, though not a communicant. At one time he was actively connected with the Odd Fellows, but has in later years allowed his active membership to lapse.

Mr. and Mrs. Willard have two children, John Haven Willard, born in 1868, now a resident of Freeport, Ill., and Mrs. Charles G. Bolte, now of Winnetka, Ill. They have a pleasant home at No. 2942 Prairie avenue.

GEORGE HINMAN LAFLIN.

The Laflin brothers, George H. and Lyncurgus, have grown up from boyhood in Chicago. They are sons of Matthew Laflin, who settled in Chicago in 1837. He had been brought up in western Massachusetts, where he was engaged in the manufacture of gunpowder, and came to Chicago in the interest of his business, when work on the Illinois and Michigan canal brought about a large consumption of the explosives in which he dealt. He still resides here, at the ripe age of ninety years—one of the oldest residents of the city alike in point of years and length of residence. The family is one that had been established in New England in the colonial days, and is descended, on the

paternal side, from a Protestant Irish ancestor, and from a Protestant English mother. Matthew Laflin allied himself in marriage with the Hinmans, who were a prominent family in Massachusetts.

George H. Laflin was born in Canton, Hartford county, Connecticut, January 19, 1828. He was nine years old when the family removed to Chicago. For two or three years he attended private schools in Chicago, and in 1840 was sent to Lee, Massachusetts, where he attended an academy, and afterwards was under the instruction of Rev. Alexander Hyde, who kept a preparatory school for boys. In 1842 he left school, and made the long journey alone, by way of the

Erie canal and the lakes. After a further attendance at private schools in Chicago, he entered the employment of a Mr. Coffin, who kept a grocery store on Clark street, as a clerk, where he remained for nearly a year. He then took a clerkship in the general store kept by Wadsworth, Dyer & Chapin, where he remained until the spring of 1847. Then, at the age of nineteen, he went to St. Louis, where he was employed for two years in the business of Laffin & Smith, who had a depository and agency for the sale of powder in that city. He then returned to Chicago and became secretary of the old Chicago Hydraulic company, in which his father was a director and large owner. This was the private corporation that put in the first water works, for the supply of the citizens and city, and sold out to the city when the municipality established the present system of water works in 1853. He then formed a partnership with his brother, under the style of G. H. and L. Laffin, who established the first house for the sale of fine paper in Chicago. Their place of business was on South Water street, but was afterwards removed to No. 40 State street, where it was carried on in a store which is still in Mr. Laffin's possession. In 1865 the business was consolidated with a similar one carried on by Mr. J. W. Butler, under the style of Laffin, Butler & Co., and continued until the fire of 1870, when the firm was burned out. Soon after, Laffin, Butler & Co. dissolved and he reorganized his firm under the old name of J. H. & L. Laffin, continuing until the fire of 1871. In 1870 the paper business was resumed by the Laffin brothers, under their original firm name, and carried on until it was broken up by the great fire of October, 1871, which swept out of existence all that part of the city in which they were located. While many who suffered by the fire made haste to rehabilitate their interrupted business, the circumstances in which the Laffins found themselves rendered it inexpedient for them to do so. Their father was a large owner of

real estate, scattered throughout the burnt district, from which the buildings had been swept by the conflagration. He was nearly seventy years old and required the aid of his sons in re-building and managing his large estate. From that time, Mr. Laffin, while full of active business responsibilities, and actively engaged in various enterprises, has not resumed any line of business.

The great Chicago Exposition of 1873, as well as those of following years, greatly engrossed his thought and labor. He was one of the board of directors, and gave to the work of erecting the great exposition hall and gathering the exhibits his personal attention.

It was a great success, attracting multitudes to visit the city, and giving it great *eclat*. Perhaps its popularity was an incentive to the effort which secured the location of the World's Columbian Exposition in Chicago, twenty years later.

Mr. Laffin is a director in the Elgin Watch company, in which he is largely interested financially, and which has become one of the greatest industrial establishments in the western country.

He married in September, 1851, Miss Mary M. Brewster, of Pittsfield, Mass. Five children have been born to the union, of whom three survive. They are Arthur King and Louis Elsworth Laffin, and Mrs. Elisha P. Whitehead, all residents of Chicago.

Mr. Laffin has always, since the formation of the party, been a stalwart Republican, though not for the sake of personal promotion. The family are connected with the First Presbyterian church. They have a fine residence at No. 1614 Michigan avenue, which has been the family home for twenty-one years. They have also a summer residence in Pittsfield, Mass., where Mrs. Laffin had her home in former years.

Mr. Laffin is not indifferent to social relations, having membership in the Calumet, Washington Park and Athletic Clubs. He is of a retiring disposition, though of an

agreeable presence, and a well-informed and vivacious mind. He is fond of travel, and is familiar with all parts of his own country. At the age of sixty-five years his frame is erect, his step firm, and his general physical

condition vigorous. He keeps himself abreast of the times in general information, and is one of the sturdy, practical and well respected citizens of Chicago, where he has spent most of his life.

. LYCURGUS LAFLIN.

Mr. Lycurgus Laflin was born in Canton, Hartford county, Connecticut, June 1, 1832. He is a son of Matthew and Henrietta (Hinman) Laflin. Some account of his parents and ancestry is given in the biographical sketch of his older brother, George H. Laflin, immediately preceeding. When he was a child of two years, his family removed to Saugerties, N. Y., where his father was engaged in manufacturing gun powder, and at the age of five years he was brought, with the family, to Chicago where they took up their residence in 1837. When he had reached school age he was sent back to the East for an education. He attended an academy at Great Barrington, Mass., a private preparatory school kept by Rev. Alexander Hyde, at Lee, Mass., and finally Williston Seminary, at East Hampton, Mass. Returning to Chicago on the completion of his studies, he soon formed a partnership with his brother, George H. Laflin, in the wholesale paper trade in 1853. Their place of business was at first on South Water street, but was removed to 40 State street, where it was continued, with some changes of interest, but substantially in the hands of the Laflin brothers, until the great fire of 1871.

Soon after entering into business in 1854, Mr. Laflin married Miss Ellen Philbrick, a native of Dover, N. H. Of this marriage two sons are living in Chicago, John P. and Albert S. Laflin. A son, Matthew, whose studies were interrupted by ill health after graduating at Harvard college, died in 1890, greatly lamented. Since the fire of 1871 his time has been occupied partially in assisting his father, alternately with his brother, in the management of his large estate, much of

which consists of real estate in and about Chicago.

Mr. Laflin is fond of traveling, having spent several winters at Key West, Florida, one on the main land of the Gulf coast, two in California, and two or more in Texas. To facilitate his movements, and allow the gratification of his taste for a cosmopolitan life, he has boarded much of the time in Chicago, having been for a period of over sixteen years an inmate of the Palmer house. He has necessarily a wide acquaintance among the prominent men of the country, with whom his genial manners, vivacious spirits, and friendly instincts have made him a great favorite.

While possessing excellent business qualities, he has not felt the pressure of necessity to hold him steadfastly to the round of business cares. He is a lover of art, and a patron of artists. Prompted by his æsthetic inclinations, he has been a member of the Art Society of Chicago, and in pursuance of his benevolent instincts he has been an active and efficient promoter of the Humane Society. He is also a member of the Athletic Club.

Mr. Laflin has little regard for the ordinary conventionalities of life. His benevolence is born of a kindly and sympathetic nature, and does not seek announcement in the journals. Its subjects alone can testify to its munificence and helpfulness. He is brusque in his manner, abrupt in speech, and may be thought eccentric by those who do not know that beneath a rough exterior glows a warm and impulsive heart. Unlike his brother, Mr. Laflin is a Democrat, though by no means a politician. True to his Prot-

estant ancestry, he has been since early life an attendant and supporter of the Presbyterian church, the family being connected with the old First Presbyterian.

In this busy city of Chicago, whose ideal is enterprise and push, men of Mr. Laffin's type of disposition and character are not often found. It is, perhaps, well that the dominant pursuit of utility and profit should be varied by examples, now and then, of such

men as Mr. Laffin, who, had he lived in the days when Grecian philosophy dominated the world, would have been an Epicurean. Attaching to that phrase its philosophic signification, it is a cult in which the average American is sadly deficient. An infusion of its ideality and regard for social and personal delights into our lives would greatly soften their asperities and sweeten their flavor.

JEROME BEECHER.

This early resident and most prosperous merchant of Chicago was born in the town of Remsen, Oneida county, N. Y. on the 4th of January, 1818. His father, Mather Beecher, was an early settler in central New York, coming from New Haven, Conn., where the family had been long time residents. He was a tanner by occupation, and a man of high character and distinction in his community. His son was early familiarized with the occupation of his father, learning all that pertained to the manufacture of leather and its uses. He had only the instruction which the village school supplied, but sufficient to enable him to conduct a large business, and to carry on intricate financial trusts in after years.

A year before attaining his majority he was sent out to Chicago to dispose of a stock of leather, boots and shoes, and leather findings, that his father had entrusted to a faithless agent. Finding the business agreeable and promising success, he remained and engaged in the leather and shoe trade. His pioneer store was among the little group of business houses that clustered about the corner of La Salle and Lake streets. In connection with the store he set up a tannery. About 1858 the tannery was destroyed by fire, when he disposed of his business. During these years the rapid growth of Chicago, and of the country tributary to it, had brought him a constantly increasing custom, which by industry and fair dealings he had

improved to such a degree that he thought himself able to retire, and devote his time to the care of his accumulations, which, by a wise foresight, had been largely invested in lands and improved city property. These, with other judicious investments, increased so beyond his own expectations that at his death, after fifty-three years' residence in Chicago, he left a valuable estate.

As early as 1850 he became interested in the gas business, and was a director of the Chicago Gas Light & Coke company. He was associated with the Merchants' Savings Loan and Trust company, and in 1863 was one of the purchasers of the Chicago West Division railroad company, of which he was for many years a director.

Among the enterprises of his earlier years, for which he should be remembered with grateful regard by those who survive, was his connection as trustee and treasurer with the Graceland Cemetery Improvement company, in whose peaceful grounds so many once active in the brisk life of Chicago have found their last resting place. Once only during his life did Mr. Beecher take a conspicuous part in politics. It was in 1840, when he was elected a delegate to the Whig National convention that nominated William Henry Harrison for the presidency of the United States. The campaign which followed was a notable one in the political history of the country, bringing about the overthrow of the Democratic party,

which had held political power since the days of Jefferson. A log cabin was built in Chicago for the holding of political meetings, located on the north side, near the Rush street bridge.

He had, in his youth, attended the worship of the Unitarian church, at Trenton village, near his home, and became attached to its faith. Soon after settling in Chicago he connected himself with the First Unitarian society, then a feeble communion in the third year of its existence, holding its services in the old Lake House, and thenceforth until his death he was one of its most liberal supporters. At his decease the church prepared a beautiful and touching memorial of his life and connection with the society, which, handsomely engraved, was presented to his widow.

He was an honorary member of the Indiana club, and an active member of the Calumet, whose annual reunion of old settlers of Chicago he greatly enjoyed. He was also actively and heartily interested in the conduct of the Old Settlers' association, one of whom he was, and most of whom had been his business or social companions. He was in his business relations a man of absolute integrity, but conservative and cautious in his actions and reticent in his habit; especially was he modest in speaking of himself or his own affairs. His style of living was unostentatious. His habits were simple and domestic, and his bearing affable and kindly. He had a charitable regard for others, it being a rule with him, "never to speak of a person except to speak well of him."

In his frequent, unostentatious benevolences it was a favorite method with him to assist worthy men to start in business, perhaps having been taught by the precepts

of Poor Richard, "that it is the best way to help men to teach them to help themselves." He loved children and young people, delighting to gather them about him and make them happy. A number of such were taken into his own family and educated. To his own family connections and friends he was always generous. Among the recreations in which he most delighted was the enjoyment of music.

Mr. Beecher was unmarried when he settled in Chicago. Four years afterwards he led to the altar Miss Mary Warren, daughter of Daniel Warren, of Warrensville, Ill. The family were originally from Massachusetts, whence they had removed to Western New York, and, finally, had been among the pioneers in Illinois, settling in this State in 1833. Mrs. Beecher was a twin sister, whose double married Mr. S. B. Cobb, another pioneer leather merchant. The sisters bore so close a resemblance to one another that they were often taken, like the Dromios, one for the other.

The newly married couple went to house-keeping in a modest rented house at the corner of Lake street and Michigan avenue. They afterwards built a house on Michigan avenue, and, after several removals, finally settled in the family homestead at No. 241 Michigan avenue, where they lived together for thirty years, and which is still occupied by Mrs. Beecher. The great fire, which raged all about the neighborhood, spared this and one or two other houses, which now represent, on the lake front, "Old Chicago." Mrs. Beecher has been actively representative in promoting the charities of the city, and is greatly interested in benevolent work. She regards fortune as desirable only for the good which it may accomplish.

MARCUS C. STEARNS.

The mature life of Mr. Stearns was spent in Chicago, where he was for more than fifty years identified with the rising commercial

interests in several most important lines. He was born at Naples, Ontario county, New York, May, 28, 1816. At the age of

twenty he came to Chicago, and with the exception of an interval of less than two years was a resident of the city until his death, April 8, 1890. His father having died before his birth, his early training fell to his mother, who spared no pains to fit him for a business career. At the age of fifteen the exigencies of the family compelled him to seek employment and the means of self-support. He was fortunate enough to obtain a situation in a country store in Steuben county, New York, where, while learning the business, he received, in addition to his board, a salary of fifty dollars a year. After two years he obtained a better position at Bath, where he remained until he came west.

Arriving in Chicago on the 16th of August, 1836, the young man found employment with the firm of Prayne & Kimberly, who were in the wholesale and retail drug business. Soon afterwards he accompanied his senior employer to Romeo, a village on the line of the Illinois and Michigan canal, where he took charge of a supply store. After a year he opened at the same place a similar store on his own account. In the fall of 1838 he returned to Chicago, obtaining a clerkship in the dry goods store of Mr. George F. Randolph—the first wholesale dealer in dry goods to establish himself in the city. In 1840 he embarked in general merchandise business for himself. In 1844 he closed this line of trade and engaged in the commission and forwarding business, for which the opening of the canal and the enlarging products of the adjacent farms offered a promising opening. In 1853 he became interested in the manufacture of lime, for which the rapid building of the city furnished a great demand. This business enlisted his personal attention and active supervision during the remainder of his life, although he also engaged in the packing business for a few years.

Mr. Stearns was one of the founders of the Board of Trade, remaining an active member for over twenty years and retaining his connection with it during his life. At the time of his death he was the oldest surviving member of that important organization.

After the fire of 1871 Mr. Stearns was chosen one of the commissioners of the county, though against his own wishes, he having yielded to the earnest solicitation of the public and giving to the discharge of the duties of the responsible office that care and scrutiny which had made his business ventures successful.

He was one of the founders of the Continental National Bank of Chicago, and was one of its directors until shortly before his death.

A writer in the *Magazine of Western History* gave the following admirable summary of the characteristics of Mr. Stearns in an article published soon after his death:

“During his entire life he was one of the busiest of busy men. While he allowed himself an occasional vacation, and spent some time in traveling at home and abroad with his family, his large business interests were carried on in the main under his immediate care and supervision. He gave little attention to anything outside of what he considered his legitimate sphere of action, and sought no distinction other than that resulting from a successful and honorable conduct of his business enterprises.

“His distinguishing characteristics were firmness, force of character, indomitable energy and executive ability—potent agencies for advancement of men to important stations in life. Quietly and unostentatiously he worked his way from a clerkship to a place among the capitalists and financiers of this great city, and left the impress of his individuality upon its industries and commerce, with which his name will always be associated.”

MARK KIMBALL.

The late Mark Kimball occupied a respectable, if not a conspicuous, position among the business men of Chicago, during a period of a little more than fifty years. Commencing at the time when the little town of about four thousand inhabitants entered upon a period of most remarkable growth in numbers and expansion of business, he took a hand in her busy life, grew in fortune and business experience with her growth, and lived to see a million and a quarter of people dwelling within her boundaries and conducting the most varied and phenomenal business operations that have fallen to the lot of any inland city of the continent.

He was born in the town of Pembroke, Genessee county, N. Y., May 5th, 1821, the son of John and Ruth (Buckman) Kimball. When he was a lad of thirteen the family joined the cavalcade of emigrants that sought homes and farms among the newlands of the West. In those days palace cars were unknown. Loading their household effects into "prairie schooners," and taking their children, they drove leisurely through the country, camping by the wayside, and observing in their progress the features of the country through which they traveled. At Buffalo the horses and wagons were shipped for Detroit, where they again took to the road and proceeded through Michigan into Northern Indiana. Here they tarried a while, but soon resumed their journey, prospecting the country as far as the Fox river, and finally, returning on their track, they halted at Naperville, then in Cook county, where the father bought a farm on the DuPage river and made his home. Here the son was content to remain for a couple of years, assisting his father in getting the family settled and opening to cultivation the new farm. But the attractions of trade were too strong to keep an ambitious boy long tied to the drudgery of a farm. At fifteen years of age he joined an older brother in

establishing a grocery business at Naperville, and for two or three years carried on a profitable business, making some purchases of real estate, which was the beginning of a kind of investment which afterwards, in Chicago, brought him great profit.

At eighteen years of age the young man abandoned his business at Naperville, obtaining employment as a clerk in the Exchange Hotel in Chicago. Thus the cities attract the bold and enterprising youth of the country, who are drawn, by the fascinations of business, from the slow routine of country life into the vortex of trade and commerce. After a year in Chicago, while not yet of age, he entered the employment of Messrs. Botsford & Beers, who were engaged in the hardware trade. Twelve years as a clerk had given him such an insight into the business, and his aptitude and fidelity had so commended him to his employers, that he was given an interest in the business, the style of the firm becoming J. K. Botsford & Co. He continued a member of the wholesale hardware house for thirteen years, during which his name appeared in the title, which was changed to Botsford, Kimball & Co. Meanwhile, on the 20th of February, 1848, he married Miss Elizabeth Judson, daughter of Rev. Philo Judson, pastor of the First Methodist church of Chicago.

Before retiring from the hardware business in 1863, Mr. Kimball had been elected a director of the Mutual Security Insurance company, of which he was afterwards secretary. Soon after relinquishing business in 1866, he organized the Citizens' Insurance company of Chicago, of which he was president and manager. His connection with insurance had given him such an insight into the business that he was appointed, after the fire of 1871, assignee of the Mutual Security Insurance company. Subsequently he settled up the affairs of a number of mercantile and banking institutions. He served

two terms as collector of the taxes of the town of South Chicago, being under the necessity of furnishing an official bond for a very large sum, which many of the leading merchants and capitalists of Chicago cheerfully signed as his surety. Their confidence was not misplaced, for in addition to paying over his collections, he, for the first time in the history of the office, paid over all the commission of two per cent allowed for collection, above the sum of \$1,500 which was the maximum compensation allowed.

Mr. Kimball was a Democrat in politics, though not active in the organization and management of the party. In July, 1876, much against his own wishes, he was made the candidate of his party for the office of mayor of the city. After an active canvass he was defeated, by a small majority, by Hon. Monroe Heath. In 1879, he was appointed one of the appraisers of school lands, his judgment of values, based on long observation of the course of real estate in Chicago, being almost unerring. This was especially noticeable in his private investments, which were made with good judgment and scarcely ever failed to bring him a handsome return—in the aggregate, great wealth.

Mr. Kimball was not wholly immersed in business. While his affairs were well managed and prosperous, he found time to indulge his generous nature in works of charity and

benevolence. He was one of the incorporators of the Old Ladies' Home in Chicago. The charity is now known as the Old People's Home, and is one of the less conspicuous but not less useful of the institutions of the city. He belonged to the Masonic order, and was for many years a trustee of Oriental lodge. He was an original member of the Calumet club, retaining his membership during his life, although his taste and associations did not lead him to any great absorption in the somewhat frivolous amusements of the social club.

In later years Mr. Kimball was a supporter and attendant of the Central church, under the ministrations of Prof. David Swing, whose views of life and duty accorded with his own.

Mr. Kimball's life closed in Chicago, May 29, 1891. He had attained the age of seventy years, during fifty-two of which he had been an active business man, and prominent in political and social life. He was one of the best known of her citizens, and was as universally respected and beloved as he was well known. His life had been marked by industry, probity and enterprise, and his character was enriched by such high qualities of generosity and kindness as had made him popular.

Mrs. Kimball, who had been his life partner for forty-three years, survived him, with a son, Eugene S. Kimball, and a daughter, Mrs. Helen M. Galloway.

ORRINGTON LUNT.

Orrington Lunt, who became a resident of Chicago in November, 1842, was born in Bowdoinham, Maine, on Christmas eve, Dec. 24th, 1815. He came of old New England stock, for his first American ancestor, Henry Lunt, was a grantee in the original allotment of land in Newburyport, Massachusetts, in 1635, and in 1638 was made a freeman of the colony. His grandmother was a daughter of General Joseph Vose, of revolutionary fame, who was one of the founders of the society of the Cincinnati. William Lunt,

his father, represented at one time his county in the Maine legislature. He was a merchant in the little town of Bowdoinham, Maine, and enjoyed the esteem and confidence of the whole community. The mother of Orrington was a Sumner, of the same lineage as Governor Sumner of Massachusetts.

The vigorous and intelligent lad acquired what education he could obtain at the village school, and then entered his father's store. Arrived at his majority, he was taken into partnership, and when, a few years after-

wards, his father retired from the business, he continued its conduct in partnership with his brother.

HIS EARLY LIFE IN CHICAGO.

But Bowdoinham was too small and too slow a place for his active and enterprising nature. So when he married, on the 16th of January, 1842, Miss Cornelia A. Gray, a daughter of the Hon. Samuel Gray, of Bowdoinham, he and his young wife determined to try their fortune in the then distant and unknown West. He sold out his interests in Maine, and in November of the same year the young couple arrived in Chicago. The town, according to the census of 1840, had a population of less than 5,000. Immigrants were arriving frequently, but times were dull and the surrounding country was only sparsely settled. Yet the men he found in the new city by the lake were full of strength and eager hope. He determined to cast in his lot with theirs, for he was strong and sanguine, self-reliant and enterprising. He opened a commission business in grain, shipping it in small quantities to the East. In those days it had to be hauled by the farmers in their wagons to Chicago, sometimes coming from the distant fields in Indiana and from the prairies of central Illinois. At Chicago it was transferred to boats, and thence transported eastward by way of the lakes. The business gradually increased, and in 1845 Mr. Lunt leased a lot fronting on the river and erected there a warehouse having a storage capacity of 100,000 bushels—no mean capacity for that "day of small things." These years of early prosperity made him the possessor of several thousand dollars. He ventured and he lost them in a promising speculation in grain. He was now compelled to begin again without capital, not without experience though, for he never speculated again, and he was noted ever afterwards for his cautious and conservative sagacity. In the year 1853 Mr. Lunt leased his warehouse on the river and retired temporarily from the handling of grain, but he kept himself familiar with the transactions of the Board

of Trade, to which he belonged from its organization and of which he had been a director. In 1859 he re-entered the commission business, this time with his brother, Stephen P. Lunt, as a partner. The operations of the new firm soon became extensive; the city and the surrounding country were filling up with great rapidity; their careful and energetic management attracted confidence and custom, and they handled annually three and a half million bushels of grain.

From this partnership Mr. Lunt retired in 1862, and the elevator on the river front perished in the great fire of 1871.

HIS LATER BUSINESS LIFE IN CHICAGO.

He now engaged in other forms of commercial activity. Like most Chicago men of the early period, he made investments in real estate; he became interested also in fire and life insurance, being a director of the Chicago Firemen's and the Chicago Mutual companies. He devoted much attention to railroad enterprises, particularly to the Galena and Chicago railway, of which he was a director from 1855 until the road was absorbed into the Chicago & Northwestern system, being its vice-president during the last two years.

HIS INTERESTS IN PUBLIC AFFAIRS.

But Mr. Lunt, notwithstanding this business activity, found time and thought and energy for the public welfare also. In 1853 he was appointed a member of the committee of the Board of Trade to visit Washington and urge upon Congress the improvement of the harbor. In 1855 he was elected water commissioner for the south division of the city, which honorable position he held for six years, when the various city departments were consolidated in the board of public works. During the last three years of his term he served as treasurer, and then as president, of the Board. He was a member of the executive committee of the Board of Trade, and when the war broke out in 1861, was appointed on the "war finance committee." When the great fire desolated the

city and reduced multitudes to want, he became at once a member of the "Relief and Aid Society," and served devotedly upon the special relief committee until the emergency was over. In 1877 he was elected president of the trustees of the Care Fund for the lot owners of Rose Hill Cemetery and is now their treasurer. Under the skillful and faithful management of these trustees, \$100,000 have been collected for the lot owners and invested for them in city and Cook county bonds.

HIS CHRISTIAN LIFE AND CHARITIES.

Orrington Lunt is not only one of the pioneer citizens, but he is also one of the pioneer Christians of Chicago. In his twentieth year, while still a resident of Maine, he became a member of the Methodist church, and throughout his long career he has given it most generous, though always unostentatious, service, never obtrusive of his opinions or his feelings, of his faith or of his works, yet he has been on all days and in all places, a faithful and fruitful witness to the power of his Master. His membership he held at the Clark Street Methodist church in Chicago, but his energy, sympathy and sagacity were felt in every forward movement of his denomination and in every important interdenominational enterprise. A liberal man at the beginning of his Christian life, when his means were slender, his benefactions increased in variety and magnitude with his enlarging fortune. Quinn Chapel was built in 1847 to shelter a little congregation of colored people that endured much persecution for their anti-slavery convictions. Mr. Lunt bought for them the lot at the corner of Jackson and Buffalo streets, on which the chapel was erected, and when the people found it difficult to make the stipulated payment—\$600—he contributed largely toward the amount. In 1848, realizing the necessity for a church edifice farther south, he bought a lot for \$1,600, which he offered to the Clark Street church at the purchase price, less his own contribution of \$100. This offer he held open for five years, and the Wabash Avenue Methodist church was the result of

his foresight and his generosity. To its erection he contributed liberally; he is still a trustee and is treasurer of the board which owns, in trust, the large and valuable corner at Wabash avenue and Fourteenth street. These are but instances of his readiness to help feeble congregations and his energetic eagerness to further the progress of the church he loves.

But his chief interest was in Christian education. He was, and is now, a trustee of the Young Men's Christian Association; he was an early benefactor of the Chicago Orphan Asylum, and in 1854 he became a trustee of the Dearborn seminary, which, after a trying struggle, succeeded in erecting its building in 1857. The institution, however, that is most indebted to Orrington Lunt, and with which his name will be enduringly associated, is the Northwestern University. When the wiser and more generous Methodists of the northwest organized to establish a University he was one of the charter trustees. He was among the first to make liberal subscriptions for the daring enterprise, and he discovered the beautiful grove along the lake shore on which the buildings of the University now stand and about which the city of Evanston has grown. In addition to his original contributions, Mr. Lunt has given the university a tract of land now valued at more than \$100,000, which the trustees have set aside as an endowment fund for the Orrington Lunt library. Desiring to render possible the erection of a suitable library building, he gave the institution also the sum of \$50,000, half the estimated cost of the building now in progress of completion. This splendid building is of Bedford stone, exquisitely simple but beautiful in style; graceful and enduring, it is at once the finest structure on the campus and a fitting memorial of the man whose name it perpetuates in the letters carved upon its noble entrance,

THE ORRINGTON LUNT LIBRARY.

The Garret Biblical Institute, established at Evanston in 1855, is another favorite object of Mr. Lunt's solicitude and genero-

sity. He was one of its charter trustees; he has been its secretary, treasurer and business manager from its beginning until now.

Mr. Lunt has three children, Miss Cornelia G. Lunt, a lady of fine culture and of philanthropic purposes, of quick and large intelligence and of great energy; Mr. Horace Lunt, an *alumnus* of Harvard University and a lawyer of distinguished ability, now residing in Colorado, and Mr. George Lunt, a business man of high character, living in Chicago.

January 16, 1892, Mr. and Mrs. Lunt celebrated at their residence, in Evanston, their golden wedding. Nearly fifty years had elapsed since the newly wedded pair had turned their hopeful eyes toward Chicago, nearly fifty years since with youthful courage they had made their venture in the unknown West. What wonders they had seen! Of what marvelous achievements they had been themselves a part! It was in-

deed a notable company that assembled to honor this pioneer citizen; to bring to him and his beloved wife the congratulations of the community and the gratitude of thousands. Relatives and associates, merchants and lawyers, clergymen and physicians from the great city, officers and professors of the University, neighbors and friends from far and near, came together in his beautiful home, glad to do homage to a life so simply noble and so quietly beneficent. The kind words of those who were present and the frequent and hearty messages of the absent all united to proclaim, "this is a man that his friends delight to honor."

This unstinted appreciation, these expressions of love and admiration and reverence, were the fitting coronation of a life so rich in helpfulness, so radiant with intelligent benevolence, so thoroughly alive with kindly energy, a life at once so human and so Christian, so gracious, so manly and so true.

DAVID BALLENTINE.

Mr. Ballentine was born in Ireland the last year of the last century. His parents emigrated to Canada while he was a child. He grew up a sturdy, robust lad, and in early manhood married Miss Agnes McGee, a native of Scotland, who, like himself, was a resident of Canada.

After years spent in labor on farms and public works, young Ballentine obtained some jobs on the Canadian canals, and in a few years had been enabled to lay by a sum of money, which for a young man at that period was reckoned a fortune.

At the age of thirty-six, and in the memorable year of 1836, he was attracted to the States by the opportunities then offering to engage in public works. It was the year when the first contracts were let on the Illinois and Michigan canal, though the company had been incorporated eleven years and the land grant to aid its construction made nine years before.

Mr. Ballentine brought his family, consisting, besides his wife, of four children, to Chicago. He was a splendid specimen of manhood, six feet four inches in stature, a magnificent man in appearance and character. Obtaining a contract upon the canal, he took up his abode in a log cabin at Athens, near Lockport, Illinois, which was little more than a laborers' camp, and proceeded to fulfil his contract. The country was new, so that it was with much difficulty that the necessities of life were procured, while luxuries were unknown. The laborers, most of whom were Irish, at times were turbulent, and the masterly authority and tact of Mr. Ballentine were often called into exercise to preserve the peace and enable the work to go forward. He continued in prosecution of successive contracts until the suspension of operations in 1843, when he returned to Chicago and made it his home. The fortune which he brought from

Canada was lost on his contracts by reason of the failure of the State of Illinois to pay its obligations, and he was compelled to begin life, in a financial sense, anew. Relying on his credit, he began and successfully prosecuted a banking business on Lake street, then the centre of trade. The building occupied was not one of the palatial and massive structures which now adorn the locality, for it is related that on the occurrence of an alarm of fire, instead of removing the safes and valuables, teams were hitched to the building and it was hauled clear of danger.

Banking was not altogether to his taste and after a short time he sold his fixtures and good will to a young Scotchman, George Smith, who, having gained, in after years, a high reputation as a bold, skillful and successful financier, is credited with having been the pioneer banker of Chicago.

At this time Mr. Ballentine's residence was on North Dearborn street, opposite the lot then occupied by the Rush Medical College. He next turned his attention to merchandise, to which his business training and previous pursuits had better adapted him, and continued in the conduct of trade, large for those days in Chicago, with branches at other points, during the remainder of his business life. His Chicago store was on Lake street, another was located at Little Fort, now Waukegan, and a third at Southport, now Kenosha. In 1854, having discontinued merchandising, he began the business of distilling, for which the abundant cereals produced in the vicinity and the large demand for the products furnished unusual facilities. He retired from active business in 1872, with a fortune large for the times, comparing favorably with the accumulations of the leaders in speculation and trade in later years.

He had a country home at Waukegan, and another at Hot Springs, Ark., to which he resorted for the relief of accumulating physical ills. He had also two farms, one in the central part of the State and another west of

Waukegan. To these he often went for recreation and enjoyment. His tastes were rural. He enjoyed the care and rearing of fine cattle and horses, with which his farms were liberally stocked. He was fond of floriculture and had a rare faculty of producing the finest flowers and plants. With his animals he had a sympathetic power almost magnetic, and a tenderness of feeling which rendered it painful to send an animal that he had reared to the shambles.

During these years of retirement he traveled much over the country, making no less than three trips to the Pacific coast. His was a strong character. His personality was commanding, his bearing dignified, somewhat stern, but courteous. His intellectual attainments were liberal for one whose nurture and employment had been among practical affairs. In association with men of culture and refinement he was able to appreciate learning and share in the discussion of high themes. His disposition was kindly and sympathetic. In his domestic life, while he maintained the stern discipline of the parent, he shared in the diversions of his children, between whom and himself there grew up relations of the tenderest affection.

Mrs. Ballentine was a member of the Second Presbyterian church, to the support of which her husband, though not a communicant, was a contributor. His contributions were not confined to this church, but were bestowed in a liberal and tolerant spirit on churches of all denominations, and charities.

Mr. Ballentine was a Republican in politics, though in no sense a partisan. He was among the early members of the Board of Trade, and of the Young Men's Christian Library.

It was not because of political preference so much as in recognition of his sterling executive qualities that he was twice chosen president of the town of Waukegan, and, after it became a city, once its mayor.

Of nine children born in the family, but three survived their parents. James M., a resident of Idaho; Mrs. Harriet B., wife of

Robert A. Conolly, of Waukegan; and Mary B., wife of Edward F. Lawrence, of Chicago. Mr. Ballentine, while on a visit to his place at Hot Springs, Arkansas, contracted pneumonia and died May 10, 1878. His wife survived until 1890.

While aspiring to no leadership of promi-

nence, Mr. Ballentine, by reason of his early identification with Chicago, as well as by connection with her great works of public improvement and business enterprise, no less than by his upright character and sterling virtue, is entitled to be ranked among those who built up Chicago.

JOHN BICE TURNER.

William B. Ogden and John B. Turner were boys living on neighboring farms among the rugged hills of Delaware county, N. Y. While their paths were divergent after leaving the paternal acres, they met again in Chicago, sixty years ago, and joined hands like brothers of the same blood, in founding and stimulating into life the railroad system which has given to Chicago the empire of the West. Their vision was more prophetic, and their labors more fruitful in establishing railroads, to traverse the prairies of Illinois, Wisconsin and Iowa, and bring to the wants of Chicago the products of a wondrously prolific soil, than any other of the illustrious men whose names embellish her early history.

Mr. Turner first came to Chicago on the 15th day of October, 1843. Before that time he had engaged in different enterprises at the East, some of them of considerable magnitude for the time, and had accumulated a fund of practical experience, particularly in the line of railroad building, which pointed the way for the stupendous accomplishments of his after life.

He was born in the town of Colchester, Delaware county, N. Y., January 14, 1799. His father died when he was two years old, and his mother when he was fourteen, and he was taken under the protection of a neighboring farmer, with whom he passed his boyhood.

Besides cultivating a rugged farm, his foster father, a Mr. Powers, operated a rural tannery, where, with bark from the hemlocks which crowned at that day the Delaware hills, he tanned such hides as the neigh-

borhood produced. The lad worked in the tannery, when his labor could be spared from the farm, and between the two he found little time to devote to school.

He was, however, an apt student of life, an active and enterprising young man, who did not shrink at the age of twenty from taking upon himself the responsibility of family life. In 1819 he was married to Miss Martha Valentine of the rural town of Malta, Saratoga county, New York. His new alliance carried him away to the neighborhood of his wife's family, where he obtained an interest in a farm and settled down to a life of toil, content with the sure, but slow, rewards of industry. But the fire of enterprise which could not be confined to the limits of a few acres burned within him, and after five years he sold his farm and bought a mill and store, and added to them a distillery, which he operated at Mattaville in the same county. This large and diversified business he operated for six years, but at the end of that time found that his enterprise had outrun his capital, and reverses overtook him.

What seemed an irremediable calamity was a stepping-stone to fortune, as is so often experienced in this life, where circumstance overrules the plans which our best intelligence lays out.

Mr. Turner first turned his attention to railroad construction in 1835. It was at the very beginning of the system. In April of that year he obtained a contract to build seven miles of the Troy and Ballston railroad. When the job was completed he was placed in charge of the operation of the road. The

trains were drawn by horses, and Mr. Turner built barns at every ten miles along the route for their accommodation. He soon placed a small locomotive of five tons weight, the "Champlain," on the road, which was the second one brought into use in the northern States. In the fall of the same year he, in connection with a partner, undertook a larger enterprise, no less than the construction of the Delaware division of the New York and Erie railroad. The effect of the panic of 1837 was to suspend work on the enterprise, to the serious loss of the young contractors, who, however, subsequently, upon the resumption of operations, retrieved their losses.

Soon afterwards Mr. Turner, with his brother-in-law, John Vernam, secured, from the State of New York, a contract to build the Genessee Valley canal, which they were energetically prosecuting when, in 1840, work was suspended, inflicting upon them another serious loss. The work was subsequently resumed and completed. He took a contract to construct a section of the Troy and Schenectady railroad, now a portion of the New York Central and Hudson River system, which he completed in 1843.

Having made a moderate success in contracting on public works, he resolved on a journey to the West, and with his wife made a trip as far as the Mississippi river. It resulted in a determination to settle in Chicago, where he took up his abode October 15th, 1843, boarding with his wife and two young children at the Tremont House. The next spring he purchased one thousand acres of prairie land, lying south of Blue Island, and stocked the land with a large flock of sheep that he brought from Ohio. While his active mind and enterprising hand were occupied with such private operations as the growth of the country continually presented, his attention was drawn to the Galena and Chicago Union railroad, which had been undertaken a few years before, and a short section constructed, when the funds gave out and work was suspended. Striking hands

with his boyhood neighbor in Delaware county, William B. Ogden, who had been identified with Chicago since 1835, they together set about resuscitating the enterprise.

On the 5th of April, 1847, Mr. Ogden was elected president of the company, and Mr. Turner a managing director. Together they canvassed the route for subscriptions and cessions of right of way, and Mr. Turner visited the East, where he succeeded in placing stock to the amount of \$15,000 and a loan of \$7,000 with which the road was built across the marsh to the foot of Cottage Hill. On the 3rd of June, 1851, Mr. Turner was elected president of the road, by which time the line had been completed to Elgin, and by September, 1852, it had reached Freeport, where it connected with the Illinois Central. In 1854 he was instrumental in making contracts with the Beloit & Madison and the Fox River Valley railroad companies, by which those lines became a part of the Galena system. During his administration the Dixon Air Line was completed to Fulton, and the line across Iowa was projected and partially completed.

Mr. Turner resigned the presidency of the Galena road in 1858, having been, with the exception of Mr. Ogden, the most efficient promoter of the great enterprise. But his interest in its affairs did not cease. When the consolidation of the Chicago & Galena Union with the Chicago & Northwestern railway was accomplished in June, 1864, he was chairman of the managing committee, and became a director and member of the executive committee of the new organization.

Thus it will be seen that Mr. Turner brought from New York the power of organization and the practical skill in construction; which enabled him, on the broad field of enterprise which he found in the West, to put on its feet and bring to successful completion one of the great trunk railway lines, which has been a chief instrument in the building up of the great mart of trade and traffic. He had a wide acquaintance with capitalists, and was able to inspire them with

confidence in his schemes, by the wisdom of his views and the high probity of his methods.

Mr. Turner was afterwards identified with the organization and construction of the North Chicago system of street railway, having been a director of the North Side Street railway company, which was incorporated in February, 1859.

He was a promoter of the water works system of Chicago, having been, with Horatio G. Loomis and Alanson S. Sherman, elected on the board of water commissioners in 1851, and participated in perfecting the plans and putting in operation the north side pumping works and its system of water distribution.

Mrs. Turner died in 1853, and three years

afterwards he married Miss Adeline Williams, of Columbus, Georgia. Of the three sons and three daughters born to him, the eldest, Valentine C. Turner, is one of the eminent citizens of Chicago.

Mr. Turner's life closed on the 26th of February, 1871, in the restful retirement of his home. He had reached the age of seventy-two years, and up to the day of his death was vigorous, and in the full enjoyment of life. A touching tribute to his character and virtues was gracefully paid by the general manager of the road he had so well served, who described him as a "judicious and faithful counsellor, genial companion, considerate friend, and Christian gentleman."

JAMES McMULLEN.

The late James McMullen was for fifty years a resident of Chicago, and for more than forty years was connected with the lumber trade. Commencing in the humblest position, he mastered its many details, and continued in the business, until he attained at length a commanding position among the enterprising dealers in Chicago, and was able to hold it amid the strong competition which increasing capital and trade brought to the city. His success was due alone to his energetic character and business capacity, for he began life without pecuniary assistance or the aid of family or other favoring influence.

He was a native of Ireland, born in 1828, but at the age of five years was brought by his parents to America. The family, upon their arrival on this side of the ocean, stopped a while at Halifax, Nova Scotia, but soon settled at Prescott, Ontario, where they spent ten years in farming. In 1843 they removed to Chicago, where the father set up a grocery business. The son was then fifteen years old. He attended for a little while the public school, but soon took a spirited resolution to earn his living, and en-

gaged in packing shingles. It was not a very high calling, but one adapted to the strength and capacity of a boy, and one which tested his patience and resolution even more thoroughly than a clerkship would have done. It gave him also some insight into the lumber business, which seems to have impressed him so favorably that he persisted in one connection or another with it almost to the close of his life. For several years he was content to perform manual labor about the lumber yards, but in 1849 he obtained a position as clerk with Mr. Alexander Officer, who was extensively engaged in the lumber trade. This position he filled for thirteen years, a length of service which showed remarkable tenacity of purpose as well as the possession of qualities that commended him to his employer. Besides a steady occupation, at a period of life when so many young men waste their opportunities in frivolity and dissipation, he was enabled to gain a thorough acquaintance with the details of the business, thus qualifying himself for the management which was soon to fall into his hands.

In 1862, Mr. McMullen formed a partner-

ship with Messrs. John Funk and Jacob Beidler, under the style of McMullen, Funk & Co., which continued for three years, when it was dissolved. In 1866, he formed a partnership with his former employer, Mr. Officer. After conducting the business successfully for eighteen years, Mr. McMullen purchased his partner's interest and continued it in his own name until 1888, when he retired from active business.

Mr. McMullen was an active member of the Lumbermen's Board of Trade and afterwards of the Lumber Exchange. His opinion upon matters connected with the trade was influential with the associated dealers, who regarded him as thoroughly informed, and had confidence in the soundness of his judgment. They often sought his opinion as a guide to their operations on occasions of doubt and uncertainty.

He was a man of liberal views and public spirit. He was devoutly attached to the church, and interested in the political events of his time. In 1871, he was made by his friends a candidate for alderman of his ward on the "fire-proof" Republican ticket, but was not elected. The nomination showed the estimation in which he was held by his fellow-citizens, while he was exempted from

the tedious and poorly requited labor of the office.

Mr. McMullen married in early life Miss Margaret Curran, daughter of Charles Curran, of Ireland. Mrs. McMullen died in 1855, leaving a daughter, Elizabeth, who became the wife of Mr. Eugene Keogh, of Chicago.

His second marriage was with Miss Mary A. Young, of Chicago, who survived him until December 24, 1893. The children of this marriage are John H., William T., Agnes E., Alice M. and Mary A. McMullen, all of whom are now living; also Walter J., George, Hannah, Rose and Frank, deceased.

Mr. McMullen's death occurred on the 21st of February, 1893, at the age of sixty-four years, he having been a resident of Chicago for just half a century. He saw the great city grow from a population of about ten thousand to more than a million and a half, participated in much of its busy life and in the conduct of one of its great industries. He was a plain, unpretentious man, but possessed of a strong character and sterling worth.

For his character and his labors he is worthy to be remembered among the substantial builders of the city.

AARON GIBBS.

The residence of the late Aaron Gibbs in Chicago dates from the first decade of her history. While he was not one of the first settlers, substantially the entire growth of the wonderful city was under his eye, was watched by him with the interest and pride of a proprietor, and was substantially aided by his wise counsels and firm hand.

The place of his nativity and nurture was Litchfield, a rocky upland town in the northern part of Connecticut, whose best contribution to the country has been the men of resolute purpose and firm principle that she has sent forth to lay again the foundations of New England institutions in other and far

distant States. He was a lineal descendant of Gresham Gibbs, who was the first child of English parentage born in the Connecticut plantations, as the country was then designated. The ancestral homestead has been in the possession of the family for one hundred and fifty years. Solomon Gibbs, the father of Aaron, served in the revolutionary war and held the rank of captain, and after the close of the conflict located his "soldier's rights" in Litchfield, within a mile or two of the centre where the village grew up that became noted for the tenacity with which its people adhered to the faith and practice of the Puritans, and for the excellent schools

that grew up for professional as well as general education.

Aaron Gibbs was born April 17, 1807. He grew to manhood on the farm, inured to labor, in a plain and simple style of living, among a sturdy yeomanry who revolved great thoughts and brooded over the insoluble problems of fate and destiny, as suggested by a rigid Calvinistic theology. It was in this community that that marvelous book "Uncle Tom's Cabin" sprang into life, that aroused the attention of the country to the enormities of slavery, and paved the way for emancipation. The anti-slavery sentiment, propagated by the Beechers and others of like sturdy spirit, took deep root in the mind of young Gibbs, and formed a prominent element of his character in after life. He applied himself diligently to the educational facilities that the schools of Litchfield furnished, so that in early manhood he had received a good English education, and prepared himself for the medical profession. He gave especial attention to the art of dentistry, which at that time was in its infancy, but which, in the hands of this enthusiastic and ingenious Yankee, was destined to bring him reputation and fortune when practiced as a profession in the infant city at the foot of Lake Michigan.

After practicing his profession in various places in a tentative way, he settled for a time in Buffalo, New York, but soon moved on westward and located in Chicago in 1844, being among the first in Chicago to devote his entire time to the practice of dentistry. The ingenuity of his manipulation and his straightforward business methods brought him an abundance of patronage, and he was not long in finding himself in possession of an income in excess of his current needs. This was carefully invested in real estate, which, with a discerning eye, he saw must, under the impulse which Chicago was receiving from immigration and its rising commerce, have a rapidly increasing value. This habit of investment, continued with prudence and good judgment, laid the founda-

tion of a great fortune. With business prosperity, Dr. Gibbs felt himself able to undertake the responsibility of a family, and in 1848 he married Miss Catharine S. Gulliver, of New York State, and set up a home.

Not long after settling in Chicago, he was elected upon the county board of supervisors, which had charge of the affairs of Cook county, including revenue and taxation, thoroughfares and other subjects of vital interest to the citizens. He was soon made president of the board and held the position for twenty years, including the trying period of the war. During the years from 1861 to 1864 his duties were exacting, and occupied almost his entire time. He had charge of the organization and equipment of all the volunteers from the county, and it was largely through his exertions that those regiments went to the front in a condition of discipline and equipment as perfect as any composing the Union army. It was no mercenary service, for the compensation of the office never exceeded \$88 per year. With the close of the rebellion Dr. Gibbs retired from professional and public life, but not from an active interest in politics. He was a Republican after the organization of that party, and one of its most stalwart members. Before it had its birth he did not shrink from being known as an abolitionist, an epithet that in those days exposed one to obloquy and often to personal violence. The agitations of the time in at least one instance, at Alton, resulted in assassination, and in Chicago incited mobs. It is related that during the excitement attending the repeal of the Missouri Compromise, and the bringing forward by Senator Douglas of the Kansas-Nebraska bill, the office of the *Staats Zeitung*, then conducted by George Schneider, who opposed the measure, was threatened with violence, so that the proprietor had to arm his employes to protect his property. The day following the attack Dr. Gibbs went among the business men soliciting advertisements to help sustain the paper, and he brought in so

many that an extra sheet had to be issued to contain them.

From earliest manhood he had been an intense anti-slavery advocate and took an active part in all movements tending towards the liberation or amelioration of the condition of the slave. He was not a man who contented himself with giving advice, but gave liberally of his time and money. He was for many years a director in the "underground railway" (a society formed to aid escaping slaves in reaching Canada), and, in connection with Dr. Charles D. Dyer, has been the means of assisting many slaves to freedom. At that time the public sentiment was so bitter that one who aided the slave endangered not only his life but his property, without hope of recompense or reward in this life except that of conscience, giving freely of his time and money that the oppressed and lowly might be bettered.

Dr. Gibbs was a devout man, having com-

munion with the Episcopal church. He was a member of Trinity, and afterwards of Christ Episcopal church, but after the controversy which terminated in the organization of the Reformed Episcopal church, in which he took a deep interest, he connected himself with Christ Reformed Episcopal church.

He was "a plain, blunt man," unostentatious in his appearance, without hypocrisy or cant, but with a kindly and generous heart, which delighted in deeds of practical benevolence. His influence was altogether beneficent, and his attitude at times heroic. The world is better for the lives of such men.

Dr. Gibbs' life closed at the ripe age of eighty-three years. Mrs. Gibbs survived him, with three sons, who are among the active professional and business men of Chicago: William B., Frederick C., and George A. Gibbs. Two children died in early life.

JOHN H. DUNHAM.

At the time of his decease, April 28, 1893, the late John H. Dunham had been a resident and an active participant in the business and civic life of Chicago for half a century, less one year. Primarily a merchant, he developed such aptness for affairs, such strength of character and solidity of judgment, that he became a legislator, a leader in finance, and an important factor in the intellectual and social life of the city.

He was born in the year 1817 in Seneca county, New York, to Ezra and Ann (Hobrow) Dunham. His father was a reputable farmer, whose means and position in life only allowed him to give his son a common school education, which was limited by the necessity of devoting the summer seasons of his boyhood to the work of the farm.

Tiring of the monotony and drudgery of this secluded life, at the age of seventeen he left it, taking up the burden of self-support. He obtained a situation in a store at Water-

loo, engaging to serve until his majority for the trifling sum of three dollars per month. His intelligence and fidelity soon made him competent to command a respectable salary, but the innate integrity of his nature induced him to fulfil his contract at whatever cost to himself. At his majority, having kept his engagement, he established himself at Waterloo in the hardware business.

The savings of four years, upon so meagre a salary, furnished no capital, but a character for integrity and habits of industry were a better foundation for credit and success than inherited patrimony. The business begun in a moderate way prospered, assuming greater magnitude and variety, until at the end of six years he was enabled to sell out for \$10,000. With success came a widening horizon. Freed from the trammels of business, and with a sense of independence, in the possession of a capital won by industry and economy, he first fulfilled the yearning

of his heart by espousing Miss Elizabeth Hills, a daughter of a prominent merchant of Waterloo, which event occurred on the 30th of April, 1844, and then, with his fortune and bride, he sought new scenes of adventure in the West.

His arrival in Chicago was in the month of May, 1844. The population of the town was only a trifle over 10,000, but it was a growing community and had an assured future. The young merchant was not long in establishing himself in the wholesale grocery business, occupying a store on South Water street, near Dearborn. The business, under the same careful supervision that had made the Waterloo venture a success, with the wide field which Chicago offered for expansion, grew and prospered. It was prosecuted for fourteen years, when Mr. Dunham, yielding to the pressure of other engagements, retired.

While still conducting his mercantile business, Mr. Dunham became interested in various projects of a public character; chief among which was that of a pure water supply for the growing city. The means then employed for distributing water were insufficient and inadequate. They consisted only of a pumping station in an old mill at the foot of Lake street. The health of Chicago was endangered. It had suffered from the scarcity and impurity of its water; the cholera had swept the city; and epidemics of a less serious character were not infrequent. Mr. Dunham, realizing the necessity for a better water supply, applied himself to a study of the problem. He associated other prominent gentlemen with him, and was chosen chairman of a committee to investigate the subject. They called to their aid eminent counsel and engineering talent, and elaborated a plan and drew a bill which passed the legislature February 15, 1851. The construction of works commenced in 1852, being the inception of the system which, with improvements and extensions rendered necessary by the growth of the city, has given to Chicago her incomparable water works system. To Mr. Dunham is

due the adoption of the plan of assessments on property specially benefited for the cost of water mains, thus distributing the burden in a more equitable manner than the recognized system of general taxation.

The exigencies of public affairs enlisted his interest to such a degree that he was among those who organized the Republican party in Chicago. He was chosen in 1856 one of its representatives in the State legislature. It was a period when the issues of State banks, based upon uncertain and inadequate security, were flooding the avenues of commerce, giving rise to the circulation which gained the unenviable name of "stump tail." Against this capricious and fluctuating circulation Mr. Dunham waged an uncompromising warfare. He indignantly declined to accept a nomination for the speakership of the house as an advocate of the "wild cat" banks, and continued, untrammelled, his hostility to the financial vagaries of the period.

The following year he assisted in the organization of the Merchants' Loan and Trust company and became its first president. After five years, during which time the bank had become firmly established and ranked as one of the leading financial institutions of the city, he resigned the presidency and re-engaged for a few years in mercantile pursuits.

During the term in which the Hon. Hugh McCullough administered the currency bureau of the National banking system, Mr. Dunham was appointed National bank examiner for Illinois, which position he resigned in 1866 and gave himself a much needed rest. With his family he visited Europe and passed two years in travel, visiting most of the noted cities of Great Britain and the Continent.

The great fire of 1871 inflicted severe losses in the destruction of his buildings and investments but did not dishearten him, for with characteristic energy he applied himself to the work of restoration, and before the ruins were cold had commenced to rebuild,

and in a few years had effaced all visible effects of the disaster.

Mr. Dunham was a consistent and devoted member of the Second Presbyterian church, in whose spiritual and charitable work he bore his full share of labor. He was a member of the Chicago Historical Society, of the Academy of Sciences, of the Young Men's Christian Association and one of the trustees of the Soldiers' Home. He was one of the first members of the Board of Trade, engaging with enthusiasm in whatever would contribute to building up on solid foundations the commerce of the city. His thoughts were not engrossed in private interests. He was intelligent in the events of the age and world, adding to his wide observations as a business man and a traveler by diligent read-

ing of the best literature of the time, and seeking to make his acquisitions, both of fortune and knowledge, tributary to the general welfare of society.

The wife of his youth and companion of half a century survives him, besides two daughters. They are Elizabeth, wife of Judge Kirk Hawes, of Chicago, and Mary Virginia Dunham.

The widow and unmarried daughter occupy the family residence at No. 233 Michigan avenue, which, built in 1861, was one of the few residences that escaped the great fire of 1871. Here, in an elegant home, the family have resided for more than thirty years, and have made the neighborhood attractive by kindly intercourse and generous hospitality.

JACOB BEIDLER.

This early settler in Chicago, a prominent business man, a most exemplary citizen, and one of her wealthiest and most liberal people, is a native of the State of Pennsylvania, born in the town of Bedminster, Bucks county, in the year 1815. His father was a native of Bucks county, where his grandfather, having emigrated from Germany, settled before the revolutionary war. His mother was Susannah Krout, also of German extraction. The father was a farmer, and, although in comfortable circumstances, thought it best for his sons to learn trades. Jacob, with only such education as the country school afforded, in his early years learned, the cabinet maker's trade, at which he worked until he was twenty-one years of age, when he took up carpentering and followed it for about six years.

In 1842, when twenty-seven years old, he came to the West and settled at Springfield, Illinois, where he spent the first year in working as a carpenter. He then formed a partnership with David Barnes in the grocery business, which, after a year's trial, he

sold to his brother Henry, and returned to Bucks county, where he was united in marriage with Miss Mary Ann Funk. In May, 1844, he brought his bride to Springfield, and in the following August came to the then new town of Chicago, reaching it by train from Springfield. Here he found work as a carpenter with Van Osdel Brothers & Thorp for a year, when he entered into partnership with James McGee and opened a carpenter shop under the style of Beidler & McGee. After a year he bought out the interest of his partner, and a year later added to his business a lumber yard. He was located on West Water street between Lake and Randolph streets. The carpentry business was closed out in 1850 by sale to James Lyon, and thenceforth Mr. Beidler confined his attention to his rapidly extending and prosperous lumber trade. He had at various times partners, among them his brother, but always retained the management and control of the business. In 1871, after the association of the brothers had continued for seventeen years, the business was incorporated, Mr. Beidler becoming president of the com-

pany. The location of the yards was frequently changed, as the growth of the town required its various sites for other lines of business. The first change was to Canal and Jackson streets, then to Beach and Taylor streets. In 1863 it was removed to Loomis and Twenty-second streets, and in 1869 was established at Throop and Twenty-second streets.

In connection with the lumber business in Chicago, the firm of J. Beidler and Brother established saw mills at Muskegon, Mich., where they manufactured lumber cut on their own lands, whence it was shipped to the yards in Chicago. The business grew to large proportions, employing at the mills as many as one hundred men. In 1870 the firm made eighteen million feet of lumber, and in 1881 their sales amounted to thirty million feet of lumber, fifteen million shingles and ten million laths. Mr. Beidler retired from business in 1891, being succeeded by his son, William H., who had for many years an interest in it and had lately been its chief manager.

While devoted to the management of his large business and the care of his growing investments, Mr. Beidler has always borne a conspicuous part in the religious interests of the city and in the establishment of its magnificent charities, and has shared in its civil government.

His parents were attached to the Presbyterian church, and upon coming to Chicago Mr. Beidler associated himself with that denomination. His first connection was with the Third Presbyterian church, and he was one of the large contributors in building the church edifice in 1857, when its finances were disturbed and almost wrecked through the effects of the panic of that year. Afterwards he joined the Jefferson Park Presbyterian church in the years of its infancy and struggle. He was a liberal contributor toward the establishment of the Lake Forest University, the Presbyterian Theological Seminary, the Presbyterian Hospital and the Woman's Hospital, and gave his check for

one-third the cost of the magnificent Young Men's Christian Association building.

Through the many years of his connection with Chicago his purse has been open to a multitude of worthy charities, while he has poured out a stream of benefactions to struggling men and women, especially in aiding worthy men to start in business, and, when overtaken with misfortunes, to retrieve themselves.

He was an early and efficient member of the Board of Trade, and joined with those who, in 1868, organized the Lumbermen's Exchange, and served on its important committee of appeals.

In the year 1876 he was elected to represent the ninth ward in the city council, and was re-elected to the same position the following year.

The magnificent residence built at No. 167 South Sangamon street in 1861, occupying half a square, was purchased by Mr. Beidler in 1871, and has since that time been the family home.

Six children have been born to Mr. and Mrs. Beidler, of whom five survive. They are Augustus F., William H., Francis, Emma, David and George. An interesting son, John, is deceased, having been drowned in Lake Michigan. The daughter Emma is the wife of A. B. Camp, and has two younger children, David and George, who are unmarried, the latter residing with his parents.

Mr. Beidler is a careful, prudent and successful business man. His affairs have always prospered. Neither the panics of 1857 nor 1873 affected his solvency or interrupted his prosperity; while that of 1893 found him able not only to weather the storm, but tide over many others by timely and munificent aid. His accumulations have not been the fruit of speculation or wild adventure, but have been gathered in the pursuit of legitimate business, and placed in safe investment. He has had faith in real estate, and has made large purchases and extensive improvements, so that his rent roll is among the largest in the city.

At the ripe age of seventy-seven years, he is yet vigorous alike in mind and body, directing with unfailing energy and daily attention his vast interests, and enjoying the ripening fruits of an industrious and exemplary life.

LEWIS W. STONE.

To few of its early pioneers does the present city of Chicago owe more than to the hardy descendants of the pilgrim fathers, who, in 1620, on a cold December day, planted the standard of personal liberty on one of the bare precipices of the New England coast. The children of these men, whose brains were ceaselessly active and whose sinews had been hardened by a victorious conflict with both rugged nature and the aborigines, have never failed to infuse new ideas, fresh energy, and unflinching courage into each community in which they have taken up their residence. It is from such stock that Lewis W. Stone traces his descent. His father was Abijah Stone, a native of Worscester, Mass., one of whose progenitors, Gregory Stone, emigrated to this country from Somersetshire, England, in 1634. His mother was Mehitable Gage, also a native of Massachusetts, who, subsequent to her marriage, lived with her husband upon a hillside farm in New Hampshire, where scanty soil renders labor necessary to existence, and where energy is inhaled with the mountain air. On the slopes of the White mountains boys in those days learned to work before they had passed their childhood, and young Stone, who was born at Orford on November 4, 1816, formed no exception to the rule. Education was regarded as being one of the unattainable (and by no means indispensable) aims of life. Accordingly, Lewis, who worked upon the farm with his father almost from his infancy, attended school for six months in the year during his early boyhood, and three months annually after he had gained sufficient strength to do the work of a youth.

About the time of attaining his majority, with characteristic New England restlessness, he sought a new field of labor. He

secured employment at Troy, N. Y., and in one year, out of a compensation of ten dollars per month and board, had saved one hundred dollars, which he had loaned upon interest. At the end of the second year he had become a capitalist in a small way, and might have followed his policy of accumulation still further had he not been summoned home because of his father's failing health.

On April 4, 1841, he married Miss Mary R. Gardner, of Lynne, New Hampshire, and resumed the avocation of agriculture (this time on a farm of his own) at Bath, in his native State. Only practical experience and wise management enabled him to add, each year, from the sterile soil, a little to his small savings.

In 1845, having once more grown dissatisfied with the business outlook at home, he started upon a prospecting tour, traveling as far west as Illinois. Being favorably impressed with the natural advantages of the country lying around the site of the present city of Elgin, he determined to emigrate thither. With this end in view, he retraced his steps to New Hampshire, disposed of his farm and stock, and with his wife started upon his tedious, tiresome journey toward the valley of the Fox river. On reaching Chicago, however, Mr. and Mrs. Stone determined to take up their residence in the infant city, although little dreaming of its future possibilities.

He at once began to look about for some enterprise in which he might invest and increase the eleven hundred dollars which he had brought with him, and which constituted his entire pecuniary wealth. He decided to buy a lime kiln, at a point outside of the city, within the limits of the later town of Bridgeport. Of the business itself he knew nothing,

yet it seemed to promise fairly and he knew that "Yankee grit" and a close application to business would tell here, just as they have always told, over the length and breadth of the western hemisphere. For two years he conducted the manufacture of lime, but in 1849—in common with a myriad of others—his brain became inflamed with the mania for "digging gold" in California. He did not know the privations of a miner's life, and it may be added that, had he comprehended them, his rugged New England temperament would not have shrunk from encountering them. Bidding his wife good-bye, he returned to Boston, where he embarked for San Francisco, via Cape Horn. After a wearisome voyage of six months he landed within the Golden Gate. His first objective point was the gold fields on the "American Fork" of the Sacramento river. The claim which he staked off proved reasonably remunerative, but that dreaded enemy of the gold-digger, typhoid fever, attacked him, and after his recovery he found others in possession. Nor was the prospect alluring in other respects to one enfeebled by an insidious disease, and Mr. Stone resolved to return to Illinois. Leaving San Francisco in August, 1850, he reached New York in the autumn, his experience on his outward trip having satisfied him of the advantages of the route across the Isthmus of Panama.

Upon his return to Chicago he began the manufacture of brick, furnishing this description of building material for many of the best known buildings of those comparatively early days. His enterprise proved remarkably successful, and his deep-rooted faith in the city's future development induced him to invest the rapidly increasing profits of his business in real estate. Within a few years his interests in land had become so considerable that he abandoned the manu-

facture of brick and engaged in the general real estate business, to which he devoted his entire time and energy until his retirement from active pursuits a few years ago. With almost prophetic foresight of Chicago's growth, Mr. Stone bought largely towards the south, beyond the then existing limits of the city, and the subdivision of a large tract owned by him in the neighborhood of Jackson Park has, by its enormous returns, attested his business sagacity. Before it was salable as city lots Mr. Stone, to use his own language, "made a living from it" by using it as a market garden. It now yields a handsome income from rents.

He has always displayed a genuine public spirit, having been among the first to recognize the value to the city of the establishment of a system of improvements which might bid fair to be commensurate with Chicago's future needs. In that section of the city which he himself has opened up, he has taken especial pride in providing broad streets and handsome boulevards. In the matter of the facilitation of intra-mural transportation he has also taken a prominent part; and it was in no small measure due to his efforts that the property owners along State street, between Lake and Twelfth streets, consented to the granting of a franchise to Chicago's first street railway, on whose cars Mrs. Stone was the first woman to ride.

Mr. Stone's political affiliations are with the Republican party, he being an ardent and uncompromising protectionist, and his religious creed is broad and humanitarian. Since his retirement from business he has traveled extensively with his wife in both this country and Europe. Having no children of their own, Mr. and Mrs. Stone adopted a daughter, who is now Mrs. Carrie Howard, of Chicago.

FERDINAND W. PECK.

F. W. Peck, though younger by eleven years than the city of Chicago, belongs to the first generation of her native born citizens. He was a son of Mr. Philip F. W. Peck and Mary Kent (Wythe) Peck, early residents of Chicago, and was born on the 15th of July, 1848, at the family homestead, which occupied the lot where the Grand Pacific hotel now stands.

Born to affluence, without the stimulus of the necessity for earning the means of subsistence and of education, he did not waste his youth in frivolity and folly, nor sow the seeds of premature decay in dissipation and self-indulgence, but applied himself to the means of education which the liberality and enlightened foresight of the enterprising citizens of Chicago had so abundantly provided and so munificently endowed. Passing through the grades of the public schools, he graduated from the High School, the Chicago University and the Union College of Law, and, thus liberally and professionally educated, he obtained admission to the bar, and for several years engaged in practice in Chicago with such success as young practitioners usually experience in gaining an entrance to the calling whose avenues are already filled with gifted lawyers competing for its rewards and honors.

In the meantime his father, who was a pioneer and merchant in Chicago, had died, leaving a large estate, consisting in great part of lands and buildings, the care of which, under the changed conditions which the great fire of 1871 produced, was sufficient to tax his powers and fully occupy his time. He therefore abandoned further pursuit of the law as a professional occupation, and gave himself to the care of his property interests, thus gaining opportunity to devote himself to the cultivation of such lines of study and effort as his well trained mind and fine spiritual and intellectual qualities fitted him to pursue.

One only slightly familiar with the tell-tale disclosures of physiognomy, looking upon his mild, refined and thoughtful features, can not fail to be impressed that behind them is character of more than ordinary delicacy of sentiment and maturity of mind, that belongs rather to the aesthetic than to the gross and material lines of thought and action.

While not an artist, he is a lover of art; his mind has a constructive quality, which, with sympathy with human needs and enthusiasm for the uplifting and ennobling the standard of life among the masses of the people, calls him to undertake enterprises of "pith and magnitude," for the education of the people, for inspiring them with higher ideals of life, and leading them from the indulgence of degrading passions, through the ministries of the "diviner arts," to higher planes of living and of enjoyment.

This type of mind is not often found amid the rush and competition of life in our great cities. To its possession in well developed proportions by so many of the well-to-do young men of Chicago, whose names will readily occur to the observant student of her inner life, is due in great part the aesthetic character which Chicago has taken on, despite her unwonted devotion to the more sordid pursuits of her gigantic enterprises.

With her university and numerous schools of every sort, with her art studios and collections, with her social clubs, musical festivals and dramatic entertainments, and especially since her magnificent triumph in constructing and maintaining the grandest exhibition of art and industry which the world has ever seen, Chicago easily leads all other American cities in aesthetic development, and stands not far behind such old world centres of art and artists as Paris, Brussels and Florence.

The estimate which is here made of Mr. Peck's character and inclinations will not

appear extravagant or fulsome, when the positions which he has filled or now holds by the selection of his companions and contemporaries are considered. Some of these are: the presidency of the Chicago Athenæum, of the Auditorium Association, of the High School Alumni Association and of the Opera Festival Association, the vice-presidency of the Illinois Humane Society, a membership in the board of education of the city of Chicago, the presidency of the Union League Club, and last, though by no means least, the vice-presidency of the World's Columbian Exposition, with a seat in its board of reference and control, on its executive committee, on its committee of legislation, on its special committee on ceremonies, and the chairmanship of its finance committee. Surely such honors and responsibilities are not heaped on one deemed unworthy or unsuited to bear them.

It is probable that the success of the Opera Festival held in 1885, of which Mr. Peck was president, which gave to the people of Chicago and to throngs of the best people of other cities the finest musical and dramatic entertainment that has ever been offered to an American audience, paved the way for and made possible the crowning work of his life, thus far. This was the construction of the Chicago Auditorium, which had been the conception of his active brain, and his waking dream for some years, but seemed beyond the reach of accomplishment. The Opera Festival showed to the far-seeing citizens the utility of such exhibitions of high art, and the need of a suitable place for their production with all the splendor of which they are capable, and accessible to numbers that might make the cost and labor involved in their presentation remunerative. In the spring of 1886 Mr. Peck laid before the Commercial Club of Chicago, at one of its monthly banquets, in a comprehensive address, the considerations that had led him to believe his project a feasible one. These stimulated those already interested in carrying out the enterprise. The Chicago Audi-

torium Association was formed, and Mr. Peck unanimously chosen president, while the list of officers and directors represented the wealth, the enterprise and the taste of the city. A central site between Michigan and Wabash avenues was secured. The stock was subscribed for by, and distributed among, three hundred subscribers.

The first object sought was to provide an audience room of sufficient capacity to accommodate the largest convention that would ever be likely to assemble in Chicago, such as the national nominating conventions, and that would be serviceable for the uses of musical entertainments and dramatic representations of the greatest moment. It should be colossal in size, solid in structure, elegant in proportions, and chastely ornate in decoration. Its leading aims should be utility, public convenience and education in art. At the same time the interests of investors should be protected in the assurance of a moderate revenue, from rentals of the grand hall and subsidiary rooms, together with a mammoth hotel, capable of sheltering and caring for, in suitable style of comfort and luxury, the multitudes that would be attracted to the unrivaled hall.

The genius of the world has exhausted itself in devising and erecting architectural edifices. The Parthenon in the age of Pericles, glorious in all the adornments of art wrought by the chisel of Phidias and the brush of Praxiteles, was a temple of heathen worship; the mighty walls of the Coliseum were raised to furnish an arena for gladiatorial brutality. Mediæval architects reared the clustered columns and vaulted arches of Gothic cathedrals to woo men to pious aspirations; the chaste lines and sculptured walls of the "*Nouvelle Opera*" were raised as a temple of music and dramatic art; each had or has its beauties and special use; but it remained for the genius of Chicago to conceive and its enterprise to provide, by private munificence, a structure as perfect as any in substantial utility, both as a gathering place of the multitude and a temple of all arts; the

perfection of architectural genius. It is more capacious than the Albert Hall of South Kensington, more substantial than the New Opera of Paris, chaste, solid and sublime.

Upon its completion the stockholders caused to be placed in the main foyer of the Auditorium a bronze bust of Mr. Peck, upon the granite pedestal of which they caused to be inscribed: "A tribute to the founder of this structure, from the stockholders of the Auditorium Association, in recognition of his services as their president, in behalf of the citizens of Chicago, 1889."

The executive qualities and high financial skill inherent in Mr. Peck have been tested in his conduct as chairman of the finance committee of the World's Columbian Exposition, which was charged with the intricate business relations of the great enterprise. It was a stupendous undertaking. The unstinted outlay necessitated by the preparation of Jackson Park as its site, the erection of its unrivaled buildings, the instalment of its exhibits gathered from all quarters of the globe, the preparations for the accommodation of its more than twenty million visitors, raised doubts in many minds, whether it might not prove a financial fail-

ure. Yet, with conditions favoring a liberal patronage, its finances, under the watchful eye and skillful management of its committee of finance, were so prudently and wisely administered, that every pecuniary obligation was met, its large indebtedness discharged, and an unlooked for surplus left to be distributed among stock-holders. A trust involving the expenditure of over twenty million dollars was one calculated to test the metal of the boldest of financiers.

Mr. Peck, with all his manifold labors and weighty responsibilities, finds time to indulge the amenities of life. He has been a wide traveler and is a devotee of music. His family consists of a charming wife and six children—four sons and two daughters. His city home is a handsome, new residence at No. 1826 Michigan avenue, while he has a summer villa at Oconomowoc, Wisconsin, where he enjoys the distinction of being commodore of the Wisconsin Yacht Club.

Mr. Peck has not yet reached the zenith of adult life. He has already erected a monument which will elevate his name to enduring fame. What the future may have in store for him can only be conjectured from the already splendid triumphs of his refined and versatile genius.

JOHN MARSHALL WILLIAMS.

Mr. Williams was born in the village of Morrisville, Madison county, New York, on the 6th of December, 1821. His parents were Amariah and Olive (Read) Williams, both of whom were natives of the State of Connecticut. The father had been raised on a farm, but during the early years of his adult life had engaged in mercantile pursuits. After his marriage, with the small accumulations of his industry, he bought lands in central New York, which then was a frontier of civilization and a favorite location for ambitious emigrants from Connecticut, and settled down to a life of labor and quiet enjoyment, as a farmer. In the course of

time the village of Morrisville grew up adjacent to the farm. Here he raised a family of four sons and two daughters, giving them such advantages of society and education as the community afforded. John M. was the youngest of the sons. He was an exemplary lad, of steady habits and inclined to study. When old enough he was sent to the district school, and later to an academy at Morrisville. The course of his studies was interrupted when he was eighteen years old by ill health, to better which he took a sea voyage. Five months of cruising upon the banks of Newfoundland, with the active life and plain but wholesome fare of a cod fisher-

man, so recruited his strength and restored his vigor, that he resumed his course of education, going to the Oneida Conference seminary at Cazenovia, New York. Here he pursued his studies for eighteen months, having in view preparation for college, to which his taste and ambition led him to aspire. At this time his eyes failed, and he was obliged to leave school and abandon the idea of obtaining a liberal education. In his boyhood he had made a Christian profession and joined the Congregational church. Perhaps the affliction which interrupted his scholastic course altered the plan of his life, and turned him from the ministry to a life of trade and most fortunate accumulation. The calls of God are sometimes away from the pulpit, though oftenest recognized when they lead to it. The world has need of consecrated men in business, and Chicago has been fortunate in the number of such, who laid in her the foundations of religious and educational institutions, and who by munificence in their support have made them a powerful means of moulding the community to a high degree of social refinement.

Mr. Williams was now approaching his majority, a period which often brings to young men much perplexity as to the choice of a vocation. He had been prevented from entering one of the learned professions, but felt an ambition for a wider and more active field than was offered by the life of a farmer among the secluded valleys of Madison county. At this time an advertisement of Mr. S. Augustus Mitchell, a noted publisher of maps at Philadelphia, met his eye. Thinking it afforded a favorable opportunity for commencing business and seeing something of the country, he opened a correspondence which led to the undertaking of the sale of maps. With one hundred dollars advanced by his father the only pecuniary aid which he ever received during the lifetime of his parents, he procured a supply of outline maps, suitable for use in school-rooms, and commenced a tour through the villages of New York and Pennsylvania, selling sets to the schools and

academies that he visited. His success was such that Mr. Mitchell, though he knew his customer only by correspondence, offered him an agency for the State of Ohio for the sale of a wall map of the United States, that he had just published. With a supply of these new maps he set out in the spring of 1843 for Ohio, by way of the Erie canal and steamboat on Lake Erie, and commenced his work at Cleveland. The maps sold readily, and he canvassed a large part of the Western Reserve. He traversed the State by stage and canal, partaking of the generous but plain fare of the country taverns throughout the summer and a part of the following winter. Then his successful career was arrested by a bilious attack, so common at that period to those who were exposed to the malarial exhalations of the yet unsubdued soil of the interior forest regions of Ohio.

He now visited his patron at Philadelphia, who was so favorably impressed with his activity and probity that he proposed to him to go to New Orleans, and offered to supply him with an outfit of maps of the world, suitable for sale in that market, on credit. The offer was accepted and he soon was on his way, via the Ohio and Mississippi rivers, for the "Crescent City." Arriving there, in the month of February, he visited the counting rooms of the merchants and cotton brokers, and met with fairly profitable success in furnishing their desks with guides to their extended commerce. In early spring he embarked on a sailing vessel for New York, and, after visiting Cuba, reached his destination much improved by the voyage. His undertakings so far had yielded him a net capital of \$800 for the year. In the following year he pursued his map business in New York and the South, but soon after he had an earnest desire to go West.

An older brother, Mr. Read A. Williams, had already located at Chicago, where he was engaged in the lumber business. At the solicitation of his brother, and impressed with the advantages which the young city offered for business, Mr. Williams came here

in the spring of 1848. He was accompanied on his journey by Mr. William W. Farwell, a lawyer, who afterwards became a judge of the superior court for many years. He soon formed a partnership with Mr. Walter Lull, and opened a yard for the sale of lumber. He had occasion to visit Michigan for the purchase of lumber during the summer, and he was there attacked with a long and dangerous fever. For four months he was confined to his room, and barely escaped with his life. While upon his sick bed, the tidings of the discovery of gold among the alluvial sands of California reached the East and stimulated a wild emigration to that distant and then almost inaccessible region. Mr. Williams disposed of his lumber business, and determined to join the Argonauts, as much to recruit his health as for the desire to join the wild search for gold. At St. Joseph, Mo., the fitting out place of the overland emigrants, he joined them, in company with his friend Farwell.

The story of the journey across the plains and over the mountains by the emigrants of 1849 has been often told, and Mr. Williams' experience was not unlike that of others. He drove oxen, toiled along dusty trails, crossed deserts, starved and suffered thirst through the long stretches of sage covered plains, guarded the camp by night, repulsing attacks from stealthy savage marauders, climbed the ascent of the Rocky mountains, and wandered among the precipices of the Sierra Nevadas. At the sink of the Humboldt river he tired of the slow and toilsome progress of the ox-train, and procuring a horse pushed on alone during the remainder of the journey. He arrived at Sacramento on the first of September, 1849, after three months of travel. He lost no time in seeking the placer-grounds, which he entered upon at Goodyear's Bar on the Yuba river. With a shovel and rude rocker he began working the gravel of the bar, and in twenty-two days had taken out \$900. Supplies of food cost \$3.50 per pound at this place and time. The work was hard and the

society rough. With winter and floods approaching, he left the diggings and returned to Sacramento during the month of October. Going down to San Francisco he invested his little capital in such goods as sperm candles, English bottled ale etc., and for two or three months carried on a lively little trade, selling to the traders of the small towns along the river. Having regained his health, and accumulated \$1,000 by his labor and enterprise, in January, 1850, he started for his former home in New York, by way of the isthmus of Panama. Among his fellow voyagers were General Fremont and his wife, the renowned Jessie Benton Fremont. Walking across the isthmus, where he saw new and strange forms of tropical vegetation and a novel type of human life, he again embarked on the Atlantic, and reached Morrisville, his former home, in the early summer.

While remaining here he consummated a former attachment by uniting himself in marriage with Miss Elizabeth C. Smith, July 17, 1850. Mrs. Williams was a daughter of Nathan and Roxana Smith, of Nelson, Madison county, New York. She accompanied her husband on his return to Chicago, and has shared his home here and at Evanston for over forty-five years. Uniting with the First Congregational church in its infancy in Chicago, Mr. and Mrs. Williams have borne a prominent part in the work of that society. In the latter part of the summer of 1850, Mr. Williams went to Elgin, which was then the temporary terminus of the Galena and Chicago railroad, and opened a lumber yard. The next spring he formed a partnership, in this city, with Ryerson and Morris, of which firm Mr. Martin Ryerson was a partner. The firm of Williams, Ryerson and Company opened a lumber yard on the corner of Fulton street and the river, adjoining that of Leonard & Williams, and carried on the business for five years.

After the dissolution of his co-partnership with Mr. Ryerson, Mr. Williams had other transactions in lumber, but never engaged in it as a regular business. He was a pur-

chaser of lots in the west part of the city at the sales held by the canal trustees, and dealt in other realty with the most profitable results. He had confidence in Chicago and did not hesitate to stake his fortune on her growth and prosperity. Mr. Williams seems to have had an accurate judgment in business affairs. He was cautious and prudent, but invested freely when the times seemed propitious. Fortune seems to have favored him, for, from the time he started out from his early home to engage in a humble trading venture to the present time, his fortune has grown, with no serious set-backs, until he is numbered among the many wealthy men of the city. For many years he occupied a homestead at the corner of Washington and Desplaines streets, which has long since been surrendered to business uses. Two lots purchased there for his residence, at the canal sale, for \$750, sold a few years since for \$36,000. Twenty acres on North Halsted street, purchased at \$20 per acre, sold three years afterwards for \$400 per acre. Among his city properties are a lot 48x150 feet, Nos. 113 and 115 State street, valued at \$500,000 or more, and another at Fifth avenue and Monroe street, nearly as valuable. These are samples of the wonderful increase in the values of Chicago real estate, which has brought to the fortunate owners great wealth.

At the time of the great fire in 1871, Mr. Williams was interested in the heavy hardware business on River street, and lost \$100,000 by the destruction of his stock and buildings, but the loss did not affect his financial stability. He was one of the original stockholders in the First National bank, and has ever since been identified with its ownership. Mr. Williams was one of the organizers of that wonderfully prosperous corporation the Elgin Watch company, and has always retained a large financial interest therein.

His early knowledge of the lumber trade caused him of late to invest largely in pine timber lands adjacent to the north shore of Lake Superior, Minnesota, on what is now

termed the Mesaba Range of iron and pine lands. These lands now embrace the famous Biwabik iron mine, considered at present the richest and most extensive iron mine extant.

Twenty-five years ago he removed his residence to Evanston, where he has since lived in a handsome house over-looking Lake Michigan, while still keeping an office and pursuing his business in Chicago. He has rendered active service in every good cause as a citizen, and has been an efficient and valuable supporter of the First Congregational church there. While Mr. Williams' business career has been chiefly sketched thus far, it should not be overlooked that he has been identified with the moral and religious movements of the period of his active life. His early home in New York was in the neighborhood of one of the early apostles of emancipation, the gifted Gerrit Smith, and he brought to the West such a lively sense of the abomination of slavery, that he classed himself with the then execrated, but now honored, abolitionists, and identified himself with all the agitations which preceded the war of the rebellion and culminated in emancipation.

He has ever since been a steadfast friend of the colored man, and has exemplified it by his numerous benefactions for their education and moral elevation as a race. He also has been a liberal supporter of the religious and city mission work of Chicago, prosecuted by the Congregational churches. The Chicago Theological Seminary, long struggling with embarrassments which repressed its growth but now happily placed in an independent position, owes much to his liberal contributions. With his ample means, and his realization of his stewardship in the bountiful gifts of Providence, much may yet be expected from him before his summons comes to leave the accumulations of a busy and fortunate life. Mr. Williams has not been solicitous to occupy a prominent position in the public eye. He has attended to his own affairs and not intermeddled with those of others. He is modest in his de-

meanor, shunning display and content to pursue the path of private duty without ostentation or pretension. His conduct has been guided by the highest conscientiousness, all his transactions being upright, just and honorable.

Mr. and Mrs. Williams have reared a family of eight children—three sons and five daughters. Of these Walter S. married Miss Elia Gilbert, daughter of C. J. Gilbert, of Evanston, and died in 1891 leaving two children,

one son, John Marshall Williams, and a daughter, Marguerite Williams. The surviving sons are Lucian Marshall, and Nathan Wilbur Williams, who are engaged in aiding their father in the management of his estate. Isabella married Charles D. Blaney, a son of Doctor V. Z. Blaney, formerly of Chicago, and Anna another son of Dr. Blaney, both of whom are deceased. Helen G., Jessie B. and Edith Williams reside with their parents.

HENRY BEIDLER.

The settlers in Chicago during the first decade of her history are mostly gathered to their final rest. Among the venerable men who until within the last year or two have survived, as reminders of the small beginnings and rapid growth of the phenomenal city, was Mr. Henry Beidler. He came to Illinois in 1843, and five years later settled permanently in Chicago, and for a period of nearly fifty years took part in her busy industries and shared in her stimulating life. He passed away on the 16th of March, 1893, full of years, crowned with the fruits of an industrious life, and with an unsullied reputation for business integrity and for fidelity to all the public and social relations that surround the citizen.

The family to which Mr. Beidler belonged was of German extraction, but domiciled in this country before the revolutionary war. His grandfather and father, both of whom were named Jacob Beidler, were residents of Bucks county, Pa. His father was a carpenter by trade, and also carried on a farm. His mother, Susanna (Krout) Beidler, was a native of that county.

Mr. Beidler was born in the town of Bedminster, on the 27th of November, 1812. His boyhood and early manhood were passed on the farm and in healthful and not over exacting labor. He was privileged to attend the schools in the vicinity of his home but a small portion of each year, and received only

a meagre English education. He remained in the neighborhood of his birthplace for ten years after coming of age, and engaged in various labors on a farm with his uncle, with some small ventures in trade. During this time he accumulated by industry and prudence a capital of \$1,000, a handsome fortune for a young man to save at that time in the slow-going region of rural Pennsylvania.

His younger brother, Jacob Beidler, having found a residence at Springfield, Ill., and writing home glowing accounts of the opportunities which that young and fertile region offered to young men, he was induced to follow him, and in the spring of 1843 went to Springfield and took up a residence there. He soon purchased a grocery business which his brother had established, and conducted it with fair success for the next five years. In the mean time his brother had come to Chicago and had established himself in the lumber trade. In 1848 he came to Chicago and went into the lumber business, and later joined his brother as partner, under the style of J. Beidler & Brother. In 1855 Mr. Henry Beidler went to Muskegon, Mich., to take charge of the mills where the lumber was manufactured which the firm shipped to their yards in Chicago, where it was sold. They owned extensive timbered lands in the pineries of Michigan, cutting their own logs, driving them to the mills at Muskegon, and there sawing them into lumber. The busi-

ness grew to large proportions. In 1870 their cut amounted to eighteen million feet, and they employed a force of one hundred men; while the quantity sold at the Chicago yards was considerably larger, as they were obliged to buy other stock to supply their large trade.

In 1871 the vast business was incorporated, but the change made little difference in its conduct or in the ownership of the greater part of its stock. After having had charge of the manufacturing branch of the business for twenty-one years, Mr. Beidler returned to Chicago, and retired from active personal participation in the management, though he retained an interest in it for several years. The business had been prosperous under the prudent and skillful management of the brothers, the one of the manufacturing, and the other of the selling department, and had yielded large profits, so that upon his retirement Mr. Beidler was in possession of an ample fortune. This was invested in Chicago, largely in lands on the west side of the river, the rapid increase in the value of which has outstripped even the profits of the lumber trade.

Some years before returning to Chicago Mr. Beidler had married Miss Sarah Sammons, daughter of Mr. Thomas Sammons, of Syracuse, New York. The marriage took place on the 23rd of April, 1860. After moving to Chicago they established a home on South Sangamon street, where they resided together for ten years. Mrs. Beidler died October 2nd, 1886. Mr. Beidler, though

then seventy-four years old, had led such a temperate and regular life and possessed such natural strength of constitution, that he survived his wife about six years. One son, Mr. Herbert A. Beidler, now a resident of Chicago, and president of the Standard Elevator company, survives his parents. After being released from the care and confinement of the lumber business, Mr. Beidler took many journeys, visiting all parts of his own country, and some foreign lands. He enjoyed travel, and brought home many mementoes of the places he had visited, which constituted a curious and interesting collection.

He had positive convictions upon political and religious questions, though contenting himself with the performance of his duties as a citizen. His political affiliation was with the Republican party. The family was identified with the People's church, under the pastoral care of Doctor H. W. Thomas. Mr. Beidler was a quiet, agreeable and gentlemanly man. He was prudent and industrious while in business, and having been favored by fortune, was content to leave the struggle for wealth, while yet he had the ability to enjoy the facilities which it brings. In his later years he led a peaceful and happy life, respected for the uprightness and integrity of his character, while sharing in the pardonable pride which the old citizens of Chicago take in the wonderful growth of their city and in the part which each has played in contributing to its growth.

ANDREW JACKSON GALLOWAY.

The ancestors of Mr. A. J. Galloway were chiefly Scotch or Scotch-Irish. His father was born on the Isle of Inch, in the river Lough Swilly in County Donegal, Ireland, and a few miles from the city of Londonderry, whence he emigrated to the United States in 1801. After his arrival in Philadelphia, he proceeded to join an elder brother, Robert, in Fayette county, Pennsyl-

vania, with whom he remained in partnership in the milling business for some ten years. His ancestral names were Galloway, McClure, Hamilton and Barclay. Captain Barclay, who commanded the British squadron on Lake Erie in 1813 and was defeated by Commodore Perry, was a distant cousin.

Andrew Galloway, the father of our subject, was married to Isabel Wilson, daughter

of Hugh and Margaret (Pierce) Wilson, of Allegheny county, Pa., in September, 1806. Hugh Wilson was born near Belfast, Ireland, and came with his parents to America during his minority. He was an officer in the Pennsylvania militia in the war for independence. Joseph Pierce, our subject's maternal grandmother's father, emigrated from New Jersey to Western Pennsylvania in 1772, and settled in the "Forks of the Yough," now in Allegheny county, where he lived after the death of his wife, Janet McLaughlin, a lady widely known for her many virtues, to the rare age of ninety-seven years, having bestowed a farm on each of his many children. The fourth maternal ancestral name was Bell, that being the maiden name of the wife of John Wilson and mother of Hugh.

Andrew J. was the fourth child of Andrew and Isabel (Wilson) Galloway, and was born in Butler county, Pennsylvania, December 21, 1814, and is now the oldest surviving member of his family. His father removed in 1820 to the vicinity of Corydon, then the seat of government of Indiana, and thence, in 1823, to Clark county, Indiana, where Andrew spent his boyhood years in working on a farm in the summer and attending a common school in the winter. When fifteen years of age he obtained permission from his parents to attend a grammar school some miles distant from his home, and boarded with the Rev. John M. Dickey, the pastor of Pisgah Presbyterian church, upon Camp creek, in the same county, where he worked mornings, evenings and Saturdays for his board, attending school during the day. He then returned home and assisted his father upon the farm until 1833, when he entered the preparatory department of Hanover College, Indiana. Here it was his intention to study the classics and then take a course in medicine, with a view to adopting the medical profession. But now the era of railway building had reached the West, civil engineers were in great demand, and high salaries were paid for their services. This in-

duced him to abandon the classics and give his attention to the study of civil engineering and such mathematical and scientific branches as would best fit him for the proposed service.

His instructors were Professors Harney and Thompson. The former was afterward president of Louisville College, and the latter, until recently, a professor at Hanover. In April, 1837, Mr. Galloway received his diploma as a civil engineer, when he went to Evansville with a view of putting his professional acquirements to practical use on the Indiana Central canal. There he was offered a position as junior rodman, but declined it, not feeling justified in accepting it under the circumstances. He then crossed over to Mt. Carmel, Ill., to look for employment in railroad construction, then in its inception under the internal improvement law of Illinois, but was induced to accept the charge of the Mount Carmel Academy or High School, a building for which had just been completed. Here he taught one year, having for pupils a number of young gentlemen who have since made their mark as lawyers, physicians, merchants, bankers and legislators; among whom may be mentioned Thomas S. Ridgway, a late State treasurer, Hon. Victor B. Bell, Judge Robert Bell, Dr. J. J. Lescher, and three sons of Edward Smith, Esq., then chief engineer of the fourth judicial district in the State.

At the close of this year he received the appointment of assistant engineer in the service of the State, and was actively employed in the location and construction of railways in that and adjoining districts until the suspension of work under the system then in force. He received both his appointment and discharge from General M. K. Alexander, internal improvement commissioner, late of Edgar county, Illinois, with whom he entertained very pleasant relations for many years.

In the fall of 1840 he visited Springfield, then the new capital of the State, and spent the winter there, acting as assistant enrolling clerk of the senate a portion of the time, his

main object being to secure professional employment upon the Illinois and Michigan canal. In July following he received from the board of canal commissioners the position sought, and entered their service under the orders of William Gooding, Esq., chief engineer, and Edward B. Talcott, his principal assistant. This work followed the fate of the other State enterprises, being suspended in the winter of 1843-4, when he retired to his farm, purchased in 1842, on the "Big Vermillion" in La Salle county, Ill., and in the same congressional district in which the flourishing mining city of Streator has sprung into existence. In 1845, when work was resumed upon the canal, under the auspices of the board of trustees he was again appointed assistant engineer, and served in that capacity, having his office at Marseilles, until December, 1846; the work then being near completion he was relieved, and in a few days thereafter was elected enrolling and engrossing clerk by the house of representatives of the State legislature. At the close of the session he returned to his farm in LaSalle county, which he continued to manage in connection with his younger brother, George, now of Jackson county, Oregon, until December, 1848, when he was again elected to his former position by the new house of representatives, and at the close of the session in 1849 was appointed secretary to the State trustee of the canal board, who had his office in Chicago. In the autumn of this year he removed his family to this city, continuing to discharge the duties of his office until June 1, 1851, when he received the appointment of assistant engineer under Colonel Roswell B. Mason, chief engineer upon the Illinois Central railroad. Mr. Galloway located about one hundred and fifty miles of that road, and superintended the construction of the twelfth division of the same until near its completion, when he was transferred to the land department of the same corporation, with an addition of one thousand dollars per annum to his salary, together with the pay-

ment of all his traveling expenses. He superintended the survey of more than a million of acres of the company's lands, and reported sketches for plats of the topography and written descriptions of the character and quality of every tract surveyed by him.

In July, 1855, he retired from the service of the Illinois Central railroad company, and, in connection with two other gentlemen, opened a real estate office in this city under the firm name of A. J. Galloway and Co.; and in October and November following purchased some sixty thousand acres of the railroad company's lands. He subsequently acquired the entire ownership of these contracts, and has effected the sale and settlement of most of these lands, besides large quantities sold on commission for the same company and for other land owners in the State.

Mr. Galloway was a member of the Twenty-seventh General Assembly of Illinois, and chairman of the committee on canal and river improvements in the house. This was the first legislature under the present State constitution, and held four sessions, two of them being called by the Governor of the State, one of the latter being made necessary by the fearful conflagration which destroyed some two hundred million dollars worth of property in Chicago in the brief space of twenty hours. He was elected to fill a vacancy in the Cook county board of commissioners in November, 1872, by some eight thousand majority, but was beaten on the "law and order" ticket in the following year for the same office by about ten thousand majority given for the candidate on the "people's ticket."

As chairman of the committee of taxation for the Citizens' Association, he has rendered valuable aid to that very useful organization, and at various times, through the medium of the press, has given to the public useful hints, facts and statistics which ought not to be forgotten.

In November, 1838, Mr. Galloway was married to Miss Rebecca Buchanan, youngest

daughter of the late Victor Buchanan, senior, of Lawrence county, Illinois, a well-known and highly esteemed farmer, a native of Pennsylvania, who died and was buried on his farm in 1843, having reached the ripe age of eighty-one years.

Mr. Galloway's weak point is his tender heart, which has caused him to suffer serious losses at various times, in trying to help others to tide over difficulties in their business transactions. Yet he has the consolation of having been useful to a number of worthy young men, who, in their subsequent successful career have never failed to remember his kindly assistance.

Mr. and Mrs. Galloway have had five children born to them, all of whom survived until their majority. Their eldest son, Robert W. Galloway, born in 1842, died at the age of twenty-seven, having given evi-

dence of an honorable and successful career. Their youngest child, Jessie, was born in Chicago, December 31, 1849, and died at the home of her parents in 1870, her body being laid beside that of her brother in Oakwood cemetery.

The three surviving children are Mrs. George G. Guenther, Mrs. Margaret G. Fogg, now a widow, and James B. Galloway, of the firm of Galloway, Lyman & Patton, of Chicago, a lawyer by profession, and a Harvard University graduate of the class of 1870.

Mr. and Mrs. Galloway, though they may be classed as octogenarians and have passed the fifty-fifth anniversary of their marriage, are still, in January, 1894, in fair health and take a lively interest in current events, and are tolerably fair specimens of the Darwinian theory of the survival of the fittest.

NORMAN THEODORE GASSETTE.

Forty-two of the fifty-two years of the life of the late Norman T. Gassette were connected with the city of Chicago, and except three years of absence in the military service, and a few years in boyhood while at school elsewhere, were passed in the midst of the stirring events of her business activities and as a participant in her municipal, political and social growth.

He was a son of Silas B. and Susannah P. (Martin) Gassette, born at Townsend, Vermont, April 21, 1839. The family removed to Springfield, Mass., and in 1849 settled in Chicago.

His education commenced at the age of four years, and during the six following years of residence at the East had been prosecuted with such application that he had passed through the eleven grades of the public school and entered the high school. From his tenth to his fifteenth year he attended the Garden City Institute, Prof. Hathaway's academy, and enjoyed private instruction under Prof. A. J. Sawyer. He then entered Shurtliff

College at Alton, Ill., which he attended for a year, and afterwards became a student at the Atwater Institute, at Rochester, New York. Apt at learning, studious and enthusiastic, he secured a liberal education, having accomplished the full course of study prescribed for Harvard College, without entering college halls. Indifferent to the honor of a degree, he secured the substantial education of which it is the ordinary guarantee.

Standing at the threshold of active life, deliberating what line of professional or business life he should enter, the call of the country reached him and he entered the military service. On the 19th of June, 1861, at the very beginning of the contest of arms, he was mustered in as a private soldier in Company A of the 19th regiment of Illinois volunteer infantry, and in the following month was with his regiment before the enemy's lines in Missouri. The three years of his enlistment brought him much experience of the thrilling and perilous incidents of war, gave occasion for the display of

gallantry, and brought well-earned promotion. The second year, for meritorious service he was made first lieutenant and assigned to staff duty as an aid-de-camp, while for gallantry at the fateful battle of Chickamauga he was recommended by his superiors for the rank of brevet lieutenant-colonel. The military records of the war show in detail the gallant services which the regiment rendered during more than three years, and need not be repeated here. He was discharged after the expiration of his enlistment in October, 1867.

Returning to Chicago, he entered the law school of the University of Chicago, and, after a full course of two years, was admitted to the bar. He did not enter into practice, but instead accepted an appointment under General Edward S. Solomon as deputy county clerk, and took charge of the records of the county court before Judge James B. Bradwell. Having assumed the responsibility of a family, he felt the need of pecuniary means, and during two years, in addition to his official duties, he performed full night work in the Chicago post office, thus enabling himself to support his own family and that of his father.

In 1868, Mr. Gassette was elected clerk of the circuit court, and ex-officio register of deeds. At that time the latter officer was entitled to receive fees for services, and in the active condition of business and with numerous transfers of real estate the position became one of no little responsibility and the source of a considerable revenue. He was a Republican in politics, and took an active and leading part in the organization of the party and in the direction of its campaigns. He served no less than seven times as chairman of campaign committees, including the memorable caucus in which the Hon. Charles B. Farwell was pitted as a candidate for Congress against Long John Wentworth. With the laurels won in this victorious campaign, he retired from active participation in politics and devoted himself to the conduct of a private business, which he soon established. He became the founder and manager of the firm of Norman T. Gassette & Co., engaged

in real estate, loans and renting, in which he was largely and successfully occupied during the remainder of his life. For the intelligent and skillful conduct of this business he was especially qualified by his familiarity with the public records and his fine legal training, which enabled him to judge of the validity of titles and to discover their defects.

His military service naturally led him into connection with the Grand Army of the Republic, of which he became an enthusiastic member and a prominent officer. At the time of his decease he was commander of Columbia Post, No. 706, of the department of Illinois, an organization composed of gentlemen of the highest social standing.

Mr. Gassette affiliated with the Masonic body in 1864, becoming a Master Mason in Blair Lodge, No. 393, and afterwards a member of Home Lodge, No. 508. The bent of his mind and the direction of much of his study impelled him to an enthusiastic devotion to the mystic rites and symbolism of the ancient order, and he made rapid progress through its degrees, and received its highest honors and most exalted positions, attaining the supreme council of the thirty-third degree A. A. S. Rite, Northern Masonic Grand Jurisdiction, U. S. A. In 1874, he was chosen Prelate of Apollo Commandery, and again filled the office during a second term. In 1875, he was chosen Generalissimo, and in 1876 Eminent Commander, which position he occupied, with the exception of a single year, seven years. He was chairman of a joint committee of management to arrange for the twenty-first triennial conclave and grand encampment of Knights Templar of U. S. A. held in Chicago in 1880.

In 1883 he had the chief responsibility of arranging an excursion of one hundred and forty Templars, with twenty ladies, across the ocean, visiting England. The party was brilliant with the trappings of martial order, and distinguished in the character and position of its members. They received hospitality from the highest ranks of society at

London, Liverpool and other cities of Great Britain. At York they were tendered a magnificent banquet by Ancient Ebor Preceptory in the Guild Hall, presided over by the Lord Mayor.

After the return of the party, Mr. Gassette held all the offices of the Grand Commandery of Knights Templar of Illinois. As Eminent Grand Commander he conducted the Templars of Illinois in 1889 to the Triennial Conclave held at Washington.

He was president of the Masonic Fraternity Temple Association of Chicago, and had charge of the erection of the magnificent Masonic Temple which stands at the northeast corner of State and Randolph streets. The corner stone of the stupendous edifice was laid November 6, 1890, but its cap stone was not raised to its place until after his decease. The building occupies an area on the ground of 170 by 114 feet and rises eighteen clear stories in height. Its interior is a palace of marble, and the structure, towering like a Pharos on the shore of the great lake, over which it throws the splendor of its electric illumination, while lifting itself as an enduring and emblematic monument of him who had the chief direction of its erection.

Mr. Gassette was a religious man, having connection with the Immanuel Baptist church, of which Dr. G. C. Lorimer was, for many years, the distinguished pastor, between whom and himself there existed the most tender relations of friendship.

Mr. Gassette had a marked personality. His large features, broad shoulders and muscular limbs betokened strength and firmness. His voice was strong and resonant. He was

an impressive speaker, and especially happy on impromptu occasions, to which his readiness and vivacity gave him frequent calls.

He was a man of letters, collecting about him a fine library of works of history, science and literature, the reading of which delighted him, he spending three or four hours of every day with his books. He was particularly interested in the history of worship, its forms and symbols, delving among the records of the Orient for their treasures of occult and mystic lore. Above all he had the poetic gift, not only delighting in the works of the great poets, but himself composing hymns, ballads and lyrics, some of which have had currency throughout the literary world. He was a frequent contributor to magazines and newspapers. A hymn from his pen, commencing

"Lord above, to Thee we kneel;
To Thy cross we cling."

has become a favorite wherever sung.

Among the published works from his pen are a "History of Apollo Commandery," "Sketches of the Grand Commandery of Illinois," and a "Burial Ritual" in blank verse, used by Masons of the Scottish Rite.

His social qualities being strong and attractive, not only among the brethren of the "Mystic Rite" but in general society, where he was a favorite, he readily attached to himself friends by his genial manner and cordial spirit.

During the latter years of his life, his residence was upon the Grand boulevard. His wife, whose maiden name was Miss Amelia L. Boggs, with an adult son, Wirt K. and a daughter, Grace, survived him.

GEORGE SCHNEIDER.

America owes to the struggle for more liberal government in central Europe, which culminated, in 1848, in the suppression of the patriots and in the self-expatriation of many of their brilliant leaders, some of her

best citizens. The reader will readily recall the names of General Franz Siegel and Carl Schurz, as shining examples of these German-American patriots.

Among them not the least conspicuous is

George Schneider, who for more than forty years has been a resident of Chicago, and has borne a distinguished part in the development of her civic life, through the press, in politics, in public administration and in finances.

He was born in Piermaseus, a town in Rhenish Bavaria, December 13th, 1823. His father, Ludwig Schneider, was a gentleman in the middle class, and gave his son a superior education in the Latin school of his town. At the age of twenty-one years he adopted the profession of journalism, for which his taste and education well adapted him. Sympathizing with the promoters of liberal ideas in government, he joined the ranks of the revolutionary forces, in which he became an officer. When the revolt against the Bavarian government was suppressed through the intervention of Prussia, the patriot forces to which he belonged took refuge in France. When it became evident that the cause in which they had struggled was hopeless, Mr. Schneider, then a young man of twenty-six years, sought a permanent asylum from political persecution in America. After visiting New York and Cleveland, without finding an opening which seemed suited to his ambition, he went to St. Louis, where, with a brother who was also an exile, he started in 1849 a newspaper entitled *Neue Zeit*. It was devoted to the interests of the German-born population and, in harmony with the humane instincts which had prompted its proprietors to take up arms against tyranny in their own land, it was animated by liberal anti-slavery sentiments. The newspaper establishment had the misfortune to be destroyed by fire a year after it was started, and Mr. Schneider accepted a professorship of foreign languages and literature in a college near St. Louis.

The Illinois *Staats Zeitung*, established in Chicago by Robert Bernhard Hooffgen in 1849, at first as a weekly newspaper and successively increasing the frequency of its issue to semi-weekly and tri-weekly as its circulation increased, had gained such influ-

ence as to attract the attention of Mr. Schneider, who was eager to re-engage in his chosen vocation.

On the 25th of August, 1851, he became editorially connected with the paper, which was at that time made a daily. The next year it was enlarged and Mr. Schneider purchased a half interest. In 1854, a Sunday edition was issued, which was the beginning of the Sunday newspaper in Chicago.

In 1852 the question of inaugurating a public water works system was submitted to the popular vote, and carried largely through the influence of Mr. Schneider and the *Staats Zeitung* against great opposition, at the head of which was the Hon. John Wentworth.

When the discussions of the relations of the general government to slavery began to attract popular attention, through the attempted repeal of the Missouri Compromise and the introduction by Senator Douglas of the Kansas-Nebraska bill, the columns of the *Staats Zeitung*, under the strong and stirring editorials written by Mr. Schneider, became an exponent of popular opposition to the measure, and the journal was a leader in the opposition to the aggressions of the slave power. On the 29th of January, 1854, Mr. Schneider convoked the first popular meeting held in the country to express hostility to the pending bill. It was held at Warner's hall, on Randolph and Clark streets, and passed strong resolutions, which were sent to Hon. John Wentworth, then a member of the house of representatives from Chicago, and so convinced him of the trend of public sentiment among his constituency that he broke away from the Democratic party and voted against the bill. This meeting and these resolutions are claimed to have paved the way for the formation of the Republican party in the United States.

Political feeling aroused by the discussion ran so high that the office of the *Staats Zeitung*, which was recognized as an instigator of the sentiment, was assailed by a mob. Many citizens proffered their assistance, but the determined editor, who had in his native land

defied armed tyranny, announced his purpose to defend his property, and arming himself and his assistants presented such a determined opposition to the infuriated multitudes that they were awed, and abandoned the forcible attempt. It is related that on this occasion Dr. Aaron Gibbs, who admired the heroic attitude of the paper, collected such a number of advertisements that it was obliged to issue an extra sheet to contain them.

An important editorial convention was held at Decatur, in February, 1856, at which such prominent politicians as Abraham Lincoln, Norman B. Judd, John M. Palmer and B. C. Cook attended. Mr. Schneider offered a set of resolutions denouncing the encroachments of slavery, and favoring the equal rights of foreign born citizens in the exercise of political relations. It was a period when the old political parties, especially the Whig, were verging towards disintegration. The anti-slavery sentiment was strongly asserting itself in the North, and a considerable native American feeling was being aroused and consolidated as a political organization. The resolutions, especially that relating to foreign born citizens, were bitterly assailed, but passed amid a tumult of excitement. Mr. Lincoln said to some of his friends who were favorable to the native American party that "Mr. Schneider's resolutions contained nothing that had not been said in the Declaration of Independence." At the convention held at Bloomington that year, Mr. Schneider was elected delegate at large to the Philadelphia convention, where John C. Fremont was nominated for the presidency. Through the skillful tactics of the Illinois delegates the "Illinois resolutions," as they were termed, were incorporated in the platform.

After a bitter struggle, in which so staunch a Republican as Thaddeus Stevens denounced them as an insult to the native American party of Pennsylvania, two-thirds of the German papers, under the lead of Mr. Schneider, joined the Republican party, and

the enthusiastic editor, taking the stump, brought nearly the entire German population to the support of the ticket and the party.

As the next presidential canvass approached, Mr. Schneider favored the nomination of William H. Seward, but in the national convention held in Chicago, to which he was a delegate, he yielded his preference in favor of Mr. Lincoln, between whom and himself a warm personal friendship existed.

When, in consequence of Mr. Lincoln's election, secession became imminent, Mr. Schneider was foremost in stimulating a sentiment favorable to the preservation of the Union, even at the cost of a struggle in arms. He was one of the signers of the call for the great war meeting which was held in Chicago on the 5th of January, 1861, and in August of that year he was appointed a member of the Union defense committee. During the same year Mr. Schneider was appointed by President Lincoln, consul to Denmark; his special mission being to influence opinion in northern Europe in favor of the government. In this mission, through his influence with the conductors of the press, he was eminently successful. Returning to Chicago, he disposed of his interest in the *Staats Zeitung*, and in August, 1862, accepted the appointment tendered by Mr. Lincoln of collector of internal revenue at Chicago. This office he held for four years, during which period it constantly assumed greater importance.

In 1876 Mr. Schneider was nominated Minister to Switzerland by President Hayes, which position he was constrained for private reasons to decline. He was an elector at large on the Republican ticket in 1880.

Soon after the expiration of his office as collector, he was chosen president of the State savings institution, which position he held until 1871. During this time he developed such an aptness for financial management that in 1871 he was elected to the presidency of the National Bank of Illinois, which he has now held for twenty-two years. During his administration the institution has

prospered and become one of the great banks of the city.

Other positions of honor which he has held are those of the presidency of the German society, and the treasurership of the Illinois Humane society. In the former capacity he interested himself in the preparation of a bill for the protection of immigrants which became a law.

Art received his patronage, amidst the excitement of politics and the responsibilities of finance. In 1885 he was a director of the Chicago Festival Association, that gave to the city the enjoyment of listening to some of the best musical talent of the world.

Soon after becoming settled in Chicago, Mr. Schneider married Miss Matilda Schloetzer, a native of the same province of Rhenish

Bavaria with himself. They have been blessed with a family of seven daughters.

The political offenses which drove him from his native Bavaria have long been condoned, and he has had the pleasure of re-visiting the home of his birth and renewing associations with places and people which were dear to him in his early life.

Mr. Schneider has reached the limit of three score and ten, and, despite a career of singular variety and excitement, he is still able to bear the burden of highest responsibility.

In the line of political influence, bearing upon the direction of public affairs, and the assertion of the principles of freedom and toleration, he has been among the foremost men of his time and adopted country.

PHILIP A. HOYNE.

This gentleman, who is among the best known citizens of Chicago, especially in legal circles, has resided here since his boyhood, now more than fifty years. His native place is the city of New York, where he was born November 20th, 1824. His parents were exiles from Ireland, and died before he had scarcely passed his childhood, leaving him little patrimony beyond the natural qualities which have developed in him a robust, honorable and self-dependent manhood. His older brother, the late Thomas Hoyne, had already made his home in Chicago, where Philip A., then sixteen years old, joined him. He first came to Chicago in 1841, but only became permanently settled ten years later. The intervening time was passed partly in Galena, to which point his brother had removed, and partly in Chicago. During these years he made desultory attempts at obtaining an education—sometimes at school, much of the time in his brother's law office—and making the while tentative business trials.

During these unsettled years he took upon himself the responsibilities of married life. The lady who linked her fortunes with the

young man was a daughter of D'Arcy A. French, a man of distinguished literary fame. The marriage was solemnized April 29th, 1849, between Mr. Hoyne and Miss Teresa C. French.

His last settlement in Chicago dates from 1851, when he formed a partnership in the real estate business with the late Col. J. B. F. Russell. Two years later he received the appointment of clerk of the recorder's court of Chicago, and commenced a connection with the judicial machinery of the city, which in one form or another has continued to the present time. Availing himself of the leisure time allowed by the not burdensome duties of his clerkship, he betook himself to the study of law, in which he had already gained considerable proficiency in his brother's office, and early in 1855 was admitted to the Chicago bar. At a later period he was admitted to practice in the Supreme Court of the United States. About the time of his accession to the bar, Judge Drummond conferred on him the appointment of United States commissioner for the district of Illinois. He is older in service

in that branch of judicial administration than any other commissioner in the Northwest. The position, while inconspicuous, is one of responsibility and no little dignity, and has been held by Mr. Hoyne for thirty-nine years past. Mr. Hoyne has been connected with many of the enterprises which from time to time have engaged the thought and activity of the citizens of Chicago, where he is widely and familiarly known. Like his distinguished brother, he has taken a deep interest in the promotion of the educational system of the city. In 1874 he was appointed by Mayor Colvin a member of the board of education, re-appointed by Mayor Heath in 1877, and three years later by Mayor Harrison. In all he served for nine years on the school board, and was its presiding officer for two terms.

When the agitation which culminated in the secession of the southern States was rising to fever heat, Mr. Hoyne was chosen as one of a committee of one hundred citizens who accompanied the mayor and president of the Board of Trade to Washington, in the hope of averting the disaster. The committee was warmly received by Senator Douglas and the representatives of Illinois, and accorded an interview with President Buchanan, but such was the desperation of the situation that their mission was fruitless.

Mr. Hoyne was patriotic, and cast his lot with the war Democratic party, of which he became a noted member, and was for five years prior to 1876 a member of the Republican State central committee of Illinois.

In the years before the war Mr. Hoyne was prominent in the fire and military organizations of the city, having been enrolled among the members of the Old Artillery. Later

he was one of the founders of the Union League Club of Chicago, and has been on its directory. In social organizations Mr. Hoyne has borne a conspicuous and influential part. The benevolent and fraternal organizations of Masonry and Odd Fellowship number him among their active and devoted members, and have conferred on him their highest honors. In the days when the "Sons of Malta" were a flourishing organization, he was the "lord high chancellor," a title at least significant of judicial dignity.

The great fire of 1871 gave Mr. Hoyne an experience of danger and terror that will not be easily erased from his memory. His dwelling was in the path of destruction, though at first its neighborhood was not thought to be in danger. As the flames approached with insatiate fury, Mr. Hoyne, leaving his effects to their fate, escaped with his wife, through streets of flame, to the lake shore. There, hemmed in by blazing piles of lumber on one side and a row of low, frame houses close to the lake on the other, they were compelled to remain for eleven hours, until the fire had consumed everything before it and opened a path for escape. It was probably through the vivid impressions left by this experience that he was prompted to initiate the movement to erect a permanent memorial of the great disaster.

Mr. Hoyne, at the age of sixty-eight, is yet in the active discharge of official duties at the government building, and enjoys with vigor of body and acuteness of mind the satisfaction of participating in the pulsing life of the great city of his home.

The family consists, besides Mrs. Hoyne, of two sons, William A. and John Thomas Hoyne.

WILLIAM HENRY BEIDLER.

W. H. Beidler was born July 20, 1851, in Chicago, where he has ever since resided and is content to remain. He is the second child of Jacob Beidler, who, coming to Illi-

nois in 1842 and to Chicago in 1844, has risen by force of his industry and character from a self-supporting young man, to be one of the wealthiest of the citizens of Chicago. The

family settled in Pennsylvania, before the revolutionary war. Mr. Beidler obtained his education in the public schools of Chicago. Having passed through the inferior grades, he entered the high school, where he completed his course. He then obtained a commercial education in Bryant & Stratton's business college. Having completed his education, he entered his father's office, and learned, in the school of practical experience, the lumber business, in which the elder Beidler was largely interested, having saw-mills at Muskegon, Michigan, and a lumber yard at Beach and Taylor streets in Chicago. In 1878 he became interested in the business, and in 1884 was its manager. In 1891 he succeeded his father and became sole proprietor. In the meantime the yards had been removed to the lumber district on the south branch, south of Twenty-second street, where Mr. Beidler handles from twelve to fifteen million feet of lumber per year.

July 5, 1877, Mr. Beidler married Miss Ada M. Gregory, daughter of Daniel Gregory, Esq., of Chicago. Their two children did not survive their infancy. The family

residence is at No. 270 Jackson boulevard. Mr. Beidler is a member of the Third Presbyterian church, but attends the worship of the Episcopal church with his wife, who is a member of that communion. He has had membership in the Illinois and La Salle clubs, but in the pressure of the conduct of a large and engrossing business, prefers the more quiet social pleasures, which yield relaxation and refreshment, and especially the restful retreat of his home.

Mr. Beidler's father is still living, and although in advanced age continues to manage his extensive interests. The son, having as yet scarcely reached middle life, is an example of one born to wealth, and raised amid the temptations of a great city, who has avoided frivolity and excess and given himself to a life of sobriety and industry.

He has an excellent business faculty and experience, is well informed on the questions of the day, takes a lively interest in the well-being of the community, and is in all respects an honorable and creditable representative of the first generation of native born Chicagoans.

SENACA D. KIMBARK.

In the mind of every Chicagoan the name Kimbark at once suggests the proud position which the city has attained among the centres of the iron and steel industries of the United States, owing to the intimate connection of Seneca D. Kimbark, alike with the inception and the development of this important department of manufactures and commerce in the West.

He was born at Venice, Cayuga county, New York, on March 4, 1832, but between the ages of eight and twenty-one years he lived in Livingston county, in the same State, whither his parents had removed.

He acquired an education which at that time was considered far above the average at the district schools, supplemented by the training which he received at the academies

of Geneseo and Canandaigua. His vacations he allotted to teaching school and working upon his father's farm; alternating between a pursuit which tended at once to fix his knowledge and inculcate habits of exactitude and self-restraint, and an occupation well calculated to develop his physical strength.

In 1852 he left the paternal roof-tree, intent upon hewing out his own way to success. Coming to Chicago in that year, in 1853 he engaged with the firm of E. G. Hall & Company, and soon thereafter became junior partner. For more than forty years he has been a resident of the city of his adoption, whose citizens have repeatedly testified their appreciation of his personal and civic worth.

The firm with which he at first connected himself (E. G. Hall & Co.) has undergone many mutations in the style of the co-partnership. In 1860 it became Hall, Kimbark & Co., in 1873, Kimbark Brothers & Co.; and in 1876 Mr. Kimbark became the sole proprietor of a business which, in magnitude, had far surpassed the anticipations of its founders. Hall, Kimbark & Co. suffered severely in the great fire of 1871, as did also Mr. Kimbark individually. He found his resources severely taxed, but indomitable energy, joined to keen business sagacity, successfully carried him through vicissitudes which might have wrecked a man of less tact and fainter courage. The best commentary upon his enterprise and perseverance is afforded by the immense establishment which he owns and conducts (the largest of its character in the West to-day), no less than by the record for business ability and commercial integrity which he has built up during four decades.

Several years ago Mr. Kimbark opened a factory for the manufacture of carriage wood-work in Michigan. Preferring to have this branch of his business conducted at a point where he might more readily give it personal supervision, he removed this factory, in 1891, to Elkhart, Indiana. The new location was selected with rare acumen, hardwood lumber being abundant and transportation facilities excellent. The factory proper is 400x80 feet in dimensions, detached from which is an engine house and bending room, 180x40 feet. The plant is equipped with machines of the latest pattern, thirteen of which are original, and is one of the largest and most prosperous in the country.

From the very outset of his business career, Mr. Kimbark has kept in close touch with every department of the industries of whose perfection his own establishment has been so high an exponent. No detail of his vast business has been too minute to attract his attention, and his opinion is accepted by his brethren of the trade as that of an ex-

pert. The regard in which he is held by his commercial brethren has been repeatedly attested in trade conventions, where his unaffected manners and quick perceptions always command respect.

In civic affairs his record has been an enviable one. His public career—like the history of his private life—shows no blot. In 1869, when the south park system was under consideration, Mr. Kimbark was appointed one of the three commissioners to locate the same. No better selection could have been made. He possessed at once an intimate knowledge of the city's needs and an abiding faith in Chicago's future. His fellow-commissioners were Chauncey T. Bowen and James H. Rees, and the recommendations of the board were unanimous. These gentlemen would seem to have been gifted with prescience. A comparatively short examination of the proposed sites and a brief interchange of views enabled them to reach a conclusion. They selected Washington and Jackson Parks (with the now famous "Midway") as they are located to-day. Some hostile criticism was incurred from those who considered the site chosen as being entirely "too far south," but Chicago's history has demonstrated the wisdom of the commissioners' action, and Mr. Kimbark and his *confreres* have a claim upon public gratitude for the sound philosophy which prompted their choice.

An illustration of Mr. Kimbark's unswerving devotion to the interests of the people was afforded in the attitude which he assumed relative to the controversy touching the ownership of the "lake front," and the alleged grasping policy of a great corporation. Being satisfied that this valuable property really belonged to Chicago, he unswervingly opposed every form of encroachment.

Mr. Kimbark's early political affiliations were with the Democratic party, but the repeal of the Missouri compromise brought about a revulsion of sentiment. His anti-slavery sympathies were stirred, and since

the organization of the Republican party he has supported its general policy, while fearlessly criticising its mistakes and maintaining a thoroughly non-partisan position as regards local, municipal issues. He maintains that by its ability, experience, patriotism and prestige, the Republican party is competent to govern the nation, to correct its own mistakes, to progress with the advancement of the people and the progress of the world. At the outbreak of the civil war, he early placed himself, by both word and deed, on the side of the government and the Union.

One of his partners, Capt. Chas. T. Boal, went to "the front." His brother, George M., also a member of the firm, interested himself in securing enlistments, and particularly in organizing the company known as the "Kimbark Guards." Meanwhile the elder members of the firm, Messrs. Kimbark & Hall, conducted the business and were among the foremost in contributing to and raising those vast sums without which the war for the Union could not have been prosecuted to a successful issue.

While Mr. Kimbark has thus been identified with the city's development from an early date and has been more than once offered political preferment, he has chosen to remain in the walks of private life, where he could most readily gratify his kindly and hospitable impulses.

At present, notwithstanding his three score years, he appears in the prime of life, in full possession of all his powers. He possesses that strong, buoyant temperament, which enables him to meet the vicissitudes of life with fortitude, a quality essential to men who deal with large affairs. Among his business associates, as in the community at large, he is noted for his uncompromising integrity. His sympathies are keen and broad, leading him to co-operate in every scheme calculated to advance the general good or to ameliorate the condition of his fellow men. His mind is clear, reflective, even philosophical; and along the lines of

general social and industrial affairs he is a close observer and a deep thinker.

He has been an honored member of the Union League club almost since the date of its organization; was a charter member of the Washington Park and of the Chicago clubs; and an influential member of the Calumet.

While Mr. Kimbark is a member of no church, he has proved the breadth of his sympathy with every movement looking toward the possible elevation of humanity by liberal contributions to all denominations. The existence of God and the innate divinity of Christ are to him lasting verities. While not believing in the doctrine of vicarious atonement, he has cherished from boyhood an abiding conviction that the Creator will consign no soul made in His image to eternal ruin. Sin entails loss and virtue brings reward. By a life of probity, of self-sacrifice, of love, man approaches the perfections of Christ's character and thus "works out his own salvation." Practical morality is to him more than any theoretical religion, and it is this principle which he has sought to bring into his daily life.

In 1856 Mr. Kimbark married Miss Elizabeth Pruyn, a daughter of Hon. Peter Pruyn at one time a colleague of Stephen A. Douglas in the State senate of Illinois. After the death of her first husband Mrs. Pruyn married Thomas Church, Esq., an early citizen of Chicago. Mrs. Kimbark can boast of having been an early settler, having been born on the date of the inauguration of William B. Ogden, the city's first mayor. Her ready wit, bright intellectual powers, kindly disposition, and genial manners have won for her a circle of friends which mere social prominence could not attract. Her charities are liberal and continuous, but usually bestowed with that personal supervision which renders them doubly welcome to the recipient.

The fruit of the marriage has been four children, two sons and two daughters. Both young men are associated with their father

in business, the older, Charles A., in the capacity of general manager, and the younger, Walter, as superintendent of the carriage, hardware, trimmings and mount-

ings departments. Both give promise of exemplifying the same traits which have made their father's life so prolific of the lessons taught by example.

CHARLES GOODRICH HAMMOND.

Colonel Hammond, as he was known among his familiar friends, came to Chicago in 1852, with the entrance of the first railroad, with the management of which he was connected, and for the next thirty-two years, until his death, he was prominently connected with the traffic management of important railroads entering the city, or tributary to its business. His business life was intimately associated with the growth and development of the railroads of the West. His executive ability and practical sagacity were most important elements in the success of the system, and through it, in the marvelous growth of the commercial interests of the city. But he was much more than a business man; his life was dominated by a high sense of responsibility and devoted to the service of religion, philanthropy and the upbuilding of institutions of education. He was diligent in business, a master of the art of accumulation by organized enterprise, and equally a master of the art of distribution of the fruits of his labor for the abiding welfare of mankind. He had none of the lust of sordid souls for wealth, but gave as freely as he received, so that at the end of a career of almost unexampled prosperity he left no great private estate, but was rich beyond the ordinary measure of mankind, in the perpetually fruitful foundations which his liberality and personal devotion had established.

The ancestry of Colonel Hammond was among the most notable of New England. He was himself permeated with the New England spirit, and the grand result of his life's work has been to build again, in the interior of the country, the institutions which have made New England morally

great. His earliest known ancestor was one Thomas Hammond, of Lavenham, Suffolk county, England, who lived about the middle of the sixteenth century. The first American ancestor was Thomas Hammond, Jr., of Newton, Mass., who died in 1675. His maternal connections were Goodriches, many of whom were distinguished in church and State, and some of whom were eminent in literature.

His parents were Chester and Fannie (Goodrich) Hammond, residents of Bolton, Conn., where Charles G. was born June 4, 1804. The family moved when he was yet a child to Smyrna, Chenango county, N. Y., where, in a rural community, composed chiefly of the immigrants from New England, and in rural pursuits he grew to manhood. Besides the common schools, he was sent to an academy in the neighboring village of Whitesboro, where his education, so far as it was imparted in the schools, was completed. At the early age of twelve years he united with the Congregational church of Sherburne, N. Y., and ever after was connected with that branch of the church, and was a most zealous and indefatigable propagator of its faith and polity. His parents had destined him for the ministry, a purpose in which he heartily coincided, and from which he was only diverted by conditions of health, which seemed to forbid a sedentary mode of life. Such circumstances, commonly reckoned as accidents, are by persons of Col. Hammond's religious faith accepted as providences. While many are divinely called to the ministry, some are by as emphatic a call diverted from it, to find perchance still more useful careers.

Not long after completing his education

Mr. Hammond became principal of the academy, for which he prepared himself by diligent reading and study. While engaged in this work he became acquainted with Miss Charlotte B. Doolittle, daughter of General Doolittle, of revolutionary fame, with whom he contracted marriage, and who shared with him the joys and sorrows of a long life of mutual love and helpfulness.

Upon leaving Whitesboro, Mr. Hammond undertook merchandising at Canandaigua, N. Y., which he pursued with indifferent success. In 1834 he removed to Detroit, and in 1836 took up his abode at Union City, Mich., where he soon found appreciation besides employment suited to his ability, and where he remained for sixteen years. In 1839 he was elected to the legislature of Michigan, and, although not a lawyer, was appointed a member of the judiciary committee, an unusual mark of appreciation of superior qualities, of soundness of judgment and practical sagacity. After completing his legislative duties, he was appointed by Governor Barry auditor general of the State, in which office he signalized himself by introducing reforms in the mode of taxation and in the fiscal system.

When President Polk assumed the administration of the general government, Mr. Hammond was made collector of the port of Detroit. These high official trusts developed a capacity for systematic labor, and administrative ability, which was not long in receiving due appreciation. The Michigan Central railroad, under the fostering care of the State, after many embarrassments, had at last made its entrance into Chicago. In organizing its departments for the practical work of transportation, Mr. Hammond was selected as manager of its freight traffic, and in May, 1852, took up his residence in Chicago. He was then forty-eight years old. A youth passed in rural labor, the experiences with his engagements as student, teacher, merchant, legislator and State and Federal official, united to natural qualities of probity, firmness and sagacity, had matured qualities

which fitted him pre-eminently for the responsible work of railroad management, in which he made a prompt and permanent success.

In the winter of 1855 he was appointed superintendent of the Chicago, Burlington & Quincy railroad. This was one of the first lines to connect Chicago with the Mississippi river, and has become one of the great trunk lines of the country. Mr. Hammond brought to its management all the force of his matured powers and varied experience, and devoted himself for more than twelve years with such indefatigable industry, that his health became impaired and he was forced to resign.

A trip to Europe, with relaxation from the perpetual burden of a great responsibility brought such restoration of bodily strength and mental vigor that, after his return in 1869, he accepted the appointment of the general superintendency of the Union Pacific railroad.

The magnitude of labor and weight of responsibility which the management of this great continental line devolved can hardly be appreciated. It was undertaken with a conscientious sense of duty and a determination to fulfil all its requirements, and was discharged with such firmness, enterprise and wisdom as to earn the plaudits alike of the directors of the company and of its innumerable patrons. The unrelenting labor which the position exacted told upon the health of the superintendent to such a degree, that he was forced to resign after a little more than one year.

He then accepted the less arduous position of the vice-presidency of the Pullman Palace Car company, and continued in the practical administration of this great corporation until the close of his life.

Soon after entering upon his life in Chicago, and while engaged in the engrossing work of his avocation, Mr. Hammond was called upon to discharge civil duties, which, though uncompensated, he accepted in that spirit of philanthropy which actuated his

whole life. In 1870 he was appointed by Mayor R. B. Mason on the board of inspectors of the house of correction. This penal institution succeeded the old bridge-well. The board purchased fifty-eight acres of land north of the south branch of the Chicago river, and proceeded to erect buildings adapted to the most modern system of reformatory institutions and commensurate with the needs of the growing city. The same appointment was again conferred by Mayor Monroe Heath in 1877. Mr. Hammond brought to the thankless task of criminal administration a philanthropic zeal, inspired by the lofty motives of duty which sprang from his Christian faith.

The great fire of 1871 furnished occasion for indefatigable labor and self-sacrifice on the part of philanthropic citizens. To the ordinary disappointments which an unexpected disaster inflicts on the well-to-do and prosperous, were added the sufferings which poverty brought to the houseless and homeless, suddenly deprived of their means of livelihood and ordinary employment. Thousands were plunged from comfort to starvation and almost despair. It was then that the better feelings of human nature showed themselves in the contributions and personal devotion of citizens for the succor of the unfortunate. The well-known and efficient Chicago Relief and Aid Society took up the work of systematic relief; contributions poured into its treasury from all parts of a sympathizing world, and were distributed by the hard-worked members of the society. Mr. Hammond was both a director of the society and a member of its executive committee. Besides these duties, he was acting treasurer and superintendent of transportation. During a little more than two months succeeding the fire, more than six thousand persons were sent out of the city, either to friends residing elsewhere or where they could obtain employment. Colonel Hammond acted as a director of the society for more than ten years, and was for a time its president.

He had gained such a reputation for philanthropy and efficiency that upon the accession of Gen. Grant to the presidency he was tendered the appointment of U. S. Commissioner of Indian Affairs, which the state of his health and his manifold engagements compelled him to give up after a few months' service. The most enduring and fruitful of the labors of this busy life were those devoted to the church, and to its institutions of popular and higher education. From the moment when as a boy, he professed himself a disciple of Christ, he made the church the object of his chief solicitude. Upon his arrival in Chicago he sought Christian fellowship in Plymouth Congregational church. At this time anti-slavery sentiment, though still unpopular in church as well as politics, was growing, and a few prophetic men sought to disseminate it. Rev. J. C. Holbrook, a young Congregational minister, was willing to undertake the editorial conduct of the *Prairie Herald*, in the interests of Congregationalism in the West and abolitionism in the nation. The paper was purchased, and at the same time a new Congregational church was organized, to which Mr. Holbrook became the stated supply.

In May, 1853, Col. Hammond was serving with a committee in drawing up articles of faith, covenant and rules for the new church. On the 15th of June following the New England Congregational church was organized with twenty-one members, among whom were Col. Hammond and his wife. A modest church edifice was erected on the corner of Indiana and State streets. It was forty by fifty-five feet in size, with a seating capacity of five hundred, and cost about \$2,000. Colonel Hammond was chosen deacon of the little church, and thenceforward to the close of his life he was constant in his attendance, devout in his attitude, and constantly solicitous for the temporal prosperity and spiritual growth of the church. It became a powerful factor in the religious life of the city, grew in numbers and wealth, enlarged and beautified its sanctuary, and,

at the time of Col. Hammond's decease, under the pastorate of Rev. Arthur Little, D. D., was one of the most influential among the city churches.

The New West Education Commission, whose inception was due to the patriotic Christian sentiment of some of the leading citizens of Chicago, engaged his most earnest support. Colonel Hammond, if not one of the founders, was, from its incipency, a liberal contributor to and staunch supporter of the Chicago Theological Seminary. It sprang out of the traditional pride of the denomination in an educated ministry. The institutions at Bangor and Amherst furnished satisfactory theological training to students at the East, and Oberlin was giving it to the older West. Yet the rapid growth of the churches, and spread of the denomination throughout the newer States of the Northwest, awakened a strong desire for a theological institution in closer touch with the churches forming the new field. After much anxious deliberation a location was made at Chicago as early as 1854, but slow progress was made. A block of ground had been purchased fronting on Union Park, and a beginning of structures and instruction made, when, in 1858, through failure of pledges and contributions maturing, payments upon the lots could not be made. At this juncture, when the result of much anxious thought and self-denying labor seemed about to be lost, Colonel Hammond, with Philo Carpenter, E. W. Blatchford and a few other staunch Congregationalists, came to the rescue, and by liberal contributions saved the most valuable part of the property.

Again in 1882, when many contributions of books had been made for a library, amounting to six thousand volumes, Colonel Hammond supplied the need by construct-

ing, at his own charge, a library building. The corner stone was laid with impressive services April 27th, 1882. Rev. Truman M. Post, D. D., of St. Louis, delivering an address. The completed library took the name of the Hammond library. The building is constructed of brick, iron and terra cotta, and is as nearly fire-proof as it is practicable to make a building out of such materials. It has accommodation for a reference library of 3,500 volumes, a general library of 40,000 books and a spacious reading room. The cost was \$240,000.

While business interests are transient and men the most gifted and useful to their generation, pass away, this perennial fountain of Christian literature will send out its freshening and life-giving waters of Christian learning throughout ages to come.

Colonel Hammond was a strong buttress of Congregationalism in his day. He was often called upon to preside in councils and associations, and his experience, good judgment and sagacity were sought in aid of the work of the churches throughout the country.

In 1884 he had nearly completed eighty years of life, thirty-two of which were passed as a citizen of Chicago. For seven years his health had declined, and he had been on several occasions affected with sudden indisposition. On the 13th of April, accompanying a daughter into one of the stores of the city, he sat down, and while conversing with some acquaintances on the recent sudden demise of one of his friends and the advisability of distributing one's accumulations during life, his head drooped and in a moment his life closed.

Mrs. Hammond survived him with two daughters, Mrs. Max Hjortsberg, of Chicago and Mrs. C. E. Nichols, of Ann Arbor, Michigan.

CHARLES D. HAMILL.

The subject of this sketch was the eldest son of Robert C. Hamill, who was born November 14, 1839, in Bloomington, Indiana. In 1847 he came with his father for a short visit to Chicago, and in 1852 the family moved to Chicago for permanent residence. For the first two years of his life here Charles acted as a clerk for the dry goods firms of L. B. Olmsted and T. B. Carter, then the leading houses in Chicago. In 1854 he began his experience in the banking business, remaining with Davidson & McCalla for three years, and with the Western Marine Fire Insurance company for seven years. In 1864 Mr. Hamill was engaged in the packing business, which occupation he continued for some five years, giving it up to take charge of the business of Howard, Priestley & Co., on the Board of Trade. With this firm he remained four years, when failing health compelled a rest from business. The years from 1873 to 1875 were spent abroad in recuperation. Upon Mr. Hamill's return to business in 1875 he formed a partnership with Mr. James Van-Inwagen, under the firm name of Van Inwagen & Hamill, which firm continued in business until 1883, and was one of the most prominent and successful houses on the Board of Trade. During the years from 1883 to 1885, Mr. Hamill continued the commission business alone, when he formed a partnership with Mr. George Brine, under the firm name of Hamill & Brine. This arrangement lasted but two years, when Mr. Hamill formed a partnership with his son, Robert W., under the firm name of Charles D. Hamill & Co., which partnership still continues.

For the past twenty years Mr. Hamill has been identified with the interests of the Board of Trade. He served one or more terms as director, and in January of 1892 was elected president of the board by a large majority, his name standing at the head of a

ticket opposed to the regular caucus nominees on a platform favoring individual freedom and liberality in trade as opposed to board regulation. In 1893, Mr. Hamill, at the head of the caucus ticket, was re-elected and served a second term. The identifying characteristic of Mr. Hamill's administration was the struggle against the proposed hostile legislation in congress known as the Hatch and Washburn anti-option bills. These bills, which, if they had become laws, would have destroyed speculative trading in all food and farm products, were urged with great persistency by their advocates before congress, and were opposed by the many exchanges throughout the country with the energy of organizations fighting for existence. Mr. Hamill, as head of the most powerful of these bodies, was naturally prominent in the warfare, and had the satisfaction of seeing the legislation defeated, or at least deferred during the period of his administration.

Perhaps more marked than his commercial prominence and success, has been Mr. Hamill's interest in the advancement of music and art in this city. A charter member of the Mendelssohn and Apollo clubs, he was long and prominently identified with their growth, having been president of the latter in 1887. The musical festivals of 1882 and 1884 owed much of their success to his labors as chairman of the musical committee. The culmination of his more than thirty years' efforts in the interest of music Mr. Hamill considers the organization and maintenance of the Chicago Orchestra, a trustee of which he has been from its inception to the present.

In another field of art Mr. Hamill's labors have been as untiring and have met with equal success. One of the promoters and a charter member of the Art Institute, whose large and handsome building on the lake front has been recently completed, he has, since its origin, been actively identified

with its growth and development as trustee and member of the executive and art committees.

In addition to his business, musical and art interests Mr. Hamill has enjoyed the so-

cial privileges of an active, cultivated gentleman. He is a member of the Chicago, Calumet, Literary, Twentieth Century, Tolleston and Washington Park clubs, and is vice-president of the last.

ADDISON BALLARD.

Mr. Ballard made his first entrance into Chicago under very unfavorable circumstances in 1843, from which time until 1853, he made frequent visits to it on business, and in the latter year took up his residence in, and identified himself with the business and life of, the rising city. He was for nearly thirty-five years identified with the lumber trade and since retiring therefrom has led a quiet life, enjoying the fruits of a life of industry, and viewing with the keen interest of a pioneer the contrast between the Chicago that he first knew, and the magnificent metropolis that has risen under his eye, and in no inconsiderable part by his own labor and enterprise.

He was born in Salem township, Warren county, Ohio, in November, 1822. His early life was one of privation, and his boyhood was passed in hard labor upon the farms along the Little Miami valley. For sixteen hours of toilsome drudgery he received from four to ten dollars per month, as wages, and was glad to get employment on those terms. His parents were Quakers, and with his inheritance of a strong physical constitution, he imbibed from example and precept the religious faith and moral uprightness characteristic of the simple sect. His scholastic education was confined to a term of sixty days in a log school house, for which opportunity of eight hours per day in school, he worked eight hours per day from long before day light in the morning until late in the night, and the whole of Saturdays, for his board. This school attendance, brief as it was, was of great advantage, for it taught him reading, writing, a little geography, and some knowledge of figures, which the require-

ments of business in later years perfected into a passable education.

In August, 1841, when he was nineteen years old, the young man had an opportunity to go west, to La Porte, Indiana, where he learned the carpenter's trade. He hired himself to a carpenter at six dollars a month and board, and spent a little more than a year in work at the bench. Late the next fall he had saved enough to take him back to his home, for which he yearned, through the isolation of his life, and a feeling of homesickness not uncommon to those who are separated for the first time from friends and home, however uninviting the latter may be. It was needful, however, to practice the strictest economy, and the journey was made on foot. Arriving there he attended a short session at the log school-house, and then went to work on a farm until he had saved ten dollars. Joining a schoolmate who had about the same amount of capital, and whose father had migrated to the West and settled on the Desplaines river, some sixteen miles northwest of Chicago, the young men set out from Cincinnati, paying five dollars for fare on a steamboat to St. Louis and four more to get to Peru, Illinois. There their money was so far spent that they were obliged to foot it to the Desplaines river. The preceding winter had been a stormy one, with deep snows, which, under the warm April sun, melted and covered the prairie with an almost continuous sheet of water. The boys were four days on the road, wading most of the way through water and slush. There were very few settlements on the way; at long distances some farm buildings appeared on the higher ridges,

surrounded by a sea of water. Young Ballard's companion's father proposed to take the travelers to Chicago in his farm wagon. At Whisky Point the horses plunged into a slough, and wagon, driver and passengers were thrown into the water. Arriving in Chicago, they found the streets impassable. Wagons were stalled on Lake street and abandoned. Sidewalks, where there were any, were like pontoons spanning the sea of mud. Chicago as seen that April day in 1843 had no attractions for the young man who remembered the dry sand hills about the south shore of the lake. So, bidding good bye to his companion, and swinging his worldly goods, done up in a bandanna handkerchief, over his shoulder, he struck out on foot for Michigan City. From Myrick's tavern, which stood about where Thirtieth street now is, to his destination, no house was in sight, except at the mouth of the Calumet river. The next day he reached Michigan City, and finding some farmers who had brought in grain from their farms, he got permission to ride the rest of the way to La Porte, which he had left the preceding year. There he was content to settle down and work at his trade. Gradually he worked into the business of contractor and builder, and in 1847 and 1848 built a court house at La Porte, which served its purpose, until last year when it gave way to a new structure costing a quarter of a million dollars. During the seven years that he carried on contracting at La Porte he often visited Chicago to buy lumber and hardware and, at each visit, found the city more attractive than it had been before. He applied himself to his business with untiring industry, enjoyed good health, and with self-sacrificing economy managed to lay by about \$600.

When the discovery of gold in California had set the adventurous young men of the East wild to dig treasure out of the sands, the fever seized Mr. Ballard, and as soon as he could free himself from his contracts, in November, 1849, he set out for the Pacific coast, going to New York, and thence by steamer to

the Isthmus, to Chagres, thence across the Isthmus by canoe up the Chagres river to Gorgona, thence on boats to Panama, and by sail vessel to San Francisco, where he arrived in March, 1850. It would be interesting to follow Mr. Ballard in his adventures in California, but it is foreign to the purpose of this work. They were full of strange experiences, besides much hard work, which at last reduced his weight from two hundred to one hundred and fifty pounds, but enabled him to save more money than he ever expected to be worth. He took his carpenter's tools with him, and worked at his trade, at first at Hangtown, now Placerville, and afterwards in Sacramento and vicinity. Some times his wages were an ounce of gold a day, at other times \$10. Finally he took contracts and put up a number of buildings.

One incident of his experience is too touching, as well as too illustrative of his kind and sympathetic heart not to be related. While putting up a house for a doctor near Sacramento, a man from Wisconsin was brought from the mines by his partner for treatment. In a few days he died, and when they were preparing to roll him in his blanket and bury him from sight, Mr. Ballard begged to be let off from his job for a day to give him suitable burial. The doctor assented, though he thought it strange that he should be willing to forfeit sixteen dollars, the day's pay, to give attention to a stranger. Procuring some suitable lumber, he made a neat coffin, stained it with some venetian red that he had in his tool box, mixing it with grease from the kitchen, and finished it off in artistic manner. Then going to the city he took from his satchel a white shirt that he had brought from home, and washing the body, put it around it, and tenderly placed the remains in the coffin. The next day he procured two Indians to dig a grave, and with their assistance, accompanied by the doctor, gently laid the stranger's body in a grave, while he brushed away from his bronzed cheek a tear of sympathy. Mr. Ballard returned from California to La Porte in 1851 and resumed his

contracting business. He put up the The Garden House, now there, and several brick blocks.

In the spring of 1853 he gave up his business at La Porte, and coming to Chicago entered the employment of Messrs. Wilcox, Lyon & Co., who had a lumber yard just south of the Van Buren street bridge. In 1856, he bought an interest in a sash, door and blind factory and planing mill on Market and Taylor streets, and in connection with it took building contracts. In 1861, he went into the lumber business on his own account, having a yard on the corner of Market and Monroe streets, where J. V. Farewell & Company's wholesale store now stands. He was greatly interested in the business, and loves to relate the progress of the trade as it grew up from small beginnings to one of the largest interests in the city. He has also a high appreciation of the character of the lumber dealers, thinking them entitled to as much credit in building up the city as the better praised Board of Trade men.

Mr. Ballard had become greatly interested in the lumber business, and had accumulated considerable property, when the great fire of 1871 arrested his operations, and consumed in one night the structures that he had erected, and the stock that he had gathered by years of industry. Not only so, but the insurance companies that he was insured in went up with the smoke of the conflagration. After the smoke had lifted and the ground been cleared off, the sufferers began to look around them and take an inventory of the situation. The calamity was on so stupendous a scale that few seemed to realize its magnitude. With courage inspired by their experience in the past, while building up the marvelous city, the sufferers, with a simultaneous resolution, undertook to put Chicago back again. They were proceeding with the work with un-

expected success, when, before enterprises undertaken with courage were completed, and while structures erected were unoccupied, the panic of 1873 overwhelmed them in a new and to many a worse disaster. Mr. Ballard considered this a worse calamity than the fire, for its ravages were long in working out their results. Many under the burden of debts and mortgages were unable to carry out their enterprises, and were compelled to surrender to others the fruit of their long years of sacrifice and labor. The inexorable demands of usurers devoured the substance of many.

After recovering somewhat from the losses of the fire and the panic, Mr. Ballard re-engaged in the lumber business, having a yard on Fifth avenue between Polk and Harrison streets, where the Wisconsin Central depot now stands. He continued the business until 1887, when, having retrieved some of his losses, he closed out his stock and retired from the trade. He had reached an age when men are wont to lay off the harness and give themselves leisure to look about them and enjoy some of the fruits of their industry. Since his retirement from business, however, he has been called upon to take part in public affairs, being at the present time one of the commissioners of Cook county.

He has led an active life. In all his transactions he has been guided by probity. He has drawn around him friends who admire his character, and has attached to himself the confidence of the community. An interesting family has grown up under his guiding hand and gone out to fill honorable positions in life. In reviewing the past, he congratulates himself at the happy chance that first led his steps to Chicago, and thus enabled him to share in the most marvelous civic history of modern times.

GENERAL JOSEPH DANA WEBSTER.

Shakespeare put into the mouth of Marc Antony the sentiment:

"The evil that men do lives after them;
The good is oft' interred with their bones."

A modern poet gives utterance to a truer thought:

"Only the actions of the just
Smell sweet and blossom in the dust."

It is now nearly twenty years since General Webster passed from the scenes of his private and official labors in Chicago, yet the memory of his pure life, of his gracious presence and kindly deeds lingers like a sweet fragrance in the air, and is recalled with loving regard, even although his valor as a soldier and his skill as an officer may be remembered only when the stirring scenes of the war are reviewed. Probably no man ever lived in Chicago whose character attracted greater admiration, or whose removal caused more general regret than did his. Many men are honored for their ability to confer benefits,—for the wealth, or influence, or power that they control. Here was a man who was revered and beloved, not for what he had, but for what he was. A hero in war; a man of simple habits and unostentatious life: of kindly spirit, and rectitude and fidelity that no temptation could swerve; who took office only that he might serve; he drew about himself the love and veneration of all who knew him.

General Webster was a native of New Hampshire, born in the town of Hampton, Rockingham county, on the 26th of August, 1811. He obtained a thorough rudimentary education in the schools of the vicinity, and at the age of twenty-one years entered Dartmouth College, and after going through the full course, graduated with the honors of the institution. His first inclination after leaving college was to enter the law, and he commenced the study, but his love for mathematics and the exact sciences led him to abandon that pursuit and take up the profession of

a civil engineer. His proficiency in that line attracted the attention of the government, and in 1838 he was appointed second lieutenant in the corps of topographical engineers of the regular army of the United States. This was an unusual honor for a civilian, the corps being one of the most select in the army, and usually composed only of such as have led their classes at West Point. After some years of varied service, he was promoted to be a lieutenant, and afterwards to a captaincy. In the latter rank he accompanied the army to Mexico and served through the war with that country.

When peace had been restored, tiring of the unsettled life of an army engineer in time of peace, he resigned his commission in April, 1854, and took up his residence in Chicago, which, excepting as he was called to the field during the war of the rebellion, remained his home, during the remainder of his life. He employed these years in the practice of his profession as a civil engineer.

Soon after becoming settled in Chicago, about the year 1854, Captain Webster was married to Miss Ann Elizabeth Wright, daughter of Mr. John Wright, an old resident and wealthy citizen of Chicago. The union brought to him great happiness. A home was established which was the centre of a delightful domestic and social life. In the course of years five children came to the household, of whom two only grew to maturity and survived the father. These were Frances, wife of Mr. George T. Wickes, a civil engineer now residing at Helena, Montana, and Lewis D. Webster, formerly an officer in the navy and now a lawyer in Chicago.

The exigencies of the war called Captain Webster from his civil pursuits and his quiet home, to exercise his rare gifts in the stirring scenes of the camp, and in marshaling and directing the Federal forces on the field of battle. At the very outset of the contest

in 1861 he was entrusted with constructing fortifications at Cairo and Paducah, which, by their scientific plan and impregnable structure, drew the admiration of the engineers of the army. In February, 1862, he was commissioned colonel of the First regiment of Illinois artillery, and joined the movement in the West under General U. S. Grant. He was present directing the artillery attacks upon Forts Henry and Donelson and shared in the glory of the capture of those strongholds of rebellion. At Shiloh he was chief of artillery, and deployed that arm with such skill as to snatch victory from the arms of defeat, rallying the retreating Federal forces, checking the impetuous onset of the enemy, and driving the rebel forces discomfited from the field. General Grant in his official report of the battle, gave his artillery chief the highest commendation.

In the latter part of the year 1862 he was detailed by the war department to make a survey of the Illinois and Michigan canal, but he was soon recalled to the field, having been on the 14th of October, 1862, promoted to be brigadier general of volunteers. He joined the command of General W. T. Sherman, and for a considerable time served as his chief of staff. He was with Major General Thomas at Nashville in December, 1864, on the occasion of Hood's disastrous defeat. Afterwards he accompanied General Sherman in his famous march to the sea. Near the close of the war he received the highest promotion possible to a volunteer officer, that of Major General by brevet.

With the establishment of peace General Webster exchanged the ponderous enginery of war, for the implements of his civil profession, and returning to his home took up industriously and with characteristic humility the thread of his interrupted work.

When General Grant had been inaugurated as president he sent a message to his old and valued comrade in arms: "What did he want?" He wanted nothing for himself. He did not look upon public service as a sinecure. He took office not for emolument or

honor, but for service. To him public office was a "public trust," to be taken up or put off at the call of duty. Nevertheless, he was appointed United States sub-treasurer at Chicago. While quietly and faithfully discharging the duties of that important fiscal trust, an exigency arose which called for a man of integrity and firmness in another administrative office. Corruption had invaded the public service. In connection with the collection of the revenue, the whisky interests had defrauded the treasury and tainted the highest officials with bribery. Men high in political and social standing were involved in suspicion of a conspiracy to defraud the government. The collector of internal revenue was removed, and General Webster, much against his own wishes, was transferred to the place. But the appointing power rightly judged that a man who had unflinchingly faced batteries of vivid fire in the field would not shrink from attacking the covert conspiracy of traitors in civil administration. The result fully justified the choice. General Webster restored honesty to the revenue service, and unflinchingly unearthed the corruption of conspirators. It was no congenial task, but was undertaken and pursued until the guilty were brought to punishment. It was no doubt his anxiety and worry in connection with the detection and punishment of these conspirators that brought on the debility of his physical powers that rendered him a victim to an attack of typhoid pneumonia, which, at the very time when some of the guilty parties whom his vigilance had detected were brought to bar to answer for their crimes, cut short his career. His death took place on the 12th of March, 1876. The Federal court was called upon to adjourn the pending trials to render fitting tribute to his character, virtues and faithful service.

Seldom has the demise of a citizen not in high official position elicited so many and so fervid encomiums from public bodies. The army officers, the Federal officials, the Athenæum and Literary clubs, and other bodies

met and passed resolutions of eulogy and sympathy.

The language of one expresses the tone of all.

"Resolved, That in the death of General J. D. Webster this club has to deplore the loss of one of its earliest and most valued members; he was a man who adorned every station he was called to fill; a brave and distinguished soldier; an efficient and incorruptible public officer; and an honorable and upright man. Possessed of fine intellect and liberal culture, he united with these a warm heart and genial spirit; with the courtesy of a perfect gentleman there was found in him that spiritual grace which springs from earnest religious conviction."

At the obsequies Rev. Dr. Swing, his pastor, quoted as applicable to him Homer's requiem to a departed hero:

"Ne'er to the chambers where the mighty rest,
Since their foundation came a nobler guest.
Nor e'er was to the bowers of bliss conveyed,
A fairer spirit—a more welcome shade."

Perhaps the most graceful tribute came from a political opponent. The editor of the Chicago Times headed an editorial announcement of the death with the epithet applied to the peerless Bayard, "*Sans peur, et sans reproche*." An incident expressing the popular estimate of his integrity occurred in a railway conversation; which though homely is illustrative. Two travelers were discuss-

ing the Beecher trial, which was then in progress in Brooklyn. "Why" said one, "M— swears positively to criminating acts." "Well," was the reply, "You can find men to swear to anything. Why some one might swear that old General Webster had done some dishonorable thing! But—no one would believe him."

General Webster was a Republican in politics. He was devoutly religious, not in dogmatic statements, but in the practical expression of charity and love of others, and in fidelity in all his relations in his daily life. He was an attendant and worshiper at Unity church during the pastorate of Doctor Collyer, and afterwards of the congregation presided over by Professor David Swing.

General Webster was tall in stature, spare in frame, and in later years carried a crown of grey hair. He was unassuming in his manner, simple in his habits, modest in mien, companionable and approachable, and thoroughly courteous in all his intercourse. Everybody loved him, not for what he had, but for what he was. His kindly and trustful nature caused him sometimes to be imposed upon in financial transactions by the crafty and designing. So far was he from ignoble greed and avarice, that he expended his income as he received it, with generous hand, and left no estate. He transmitted to his posterity the heritage of high patriotism and an unsullied name.

GEN. WILLIAM SOOY SMITH.

The limits assigned for this sketch of the life of an active and eminent member of the profession of civil engineers are wholly inadequate to give even a cursory notice of the many brilliant works which he has planned and executed, or of the military episode of a life which would alone entitle him to be enrolled among the bravest, most skillful and successful officers who led the armies of the Republic in its great conflict with secession and treason. It must suffice to make

allusion to those incidents of a long life and active and diversified career, which will afford the best clue to the character of the man to his many and brilliant achievements.

Gen. Smith is a native of Tarlton, Pickaway county, Ohio, born July 22, 1830. His parents were Judge Sooy and Ann (Hedges) Smith, the father a native of the State of New Jersey and the mother of Maryland. Although of Irish lineage, the first American ancestor of the paternal line of the family

was one of the colonists who accompanied William Penn, and like him was allied to the Society of Friends.

Notwithstanding the peaceful and non-resistant tenets of the Quaker sect, martial blood flowed in the veins of the ancestors of Gen. Smith and warmed his own heart, for his grandfather, while yet a lad, earned the commendation of Gen. Washington for his daring in carrying dispatches through the enemy's lines in New Jersey, and his father organized and equipped at his own expense and commanded a company of volunteer marksmen in the war of 1812. His father was an expert with the rifle, of powerful physique, and accomplished in all athletic exercises. He was a man of intelligence, fair education and good judgment, rising in business from the bench to become a dealer in shoes and leather, and in station to the magistracy of his town, to become its mayor, and at last to a seat on its bench of probate. He was a man of wide reading on historic and economic subjects, and a walking compendium of all the great inventions and improvements made during his life. His interesting conversation gave direction to the ambition of his son and stimulated him to enter a literary and scientific career.

On his mother's side, the ancestry of Gen. Smith is traced to Sir Charles Hedges, an admiral of Great Britain, whose descendants were early settlers in Maryland, on a farm near Hagerstown, which is still in the possession of the family.

The family into which Gen. Smith was born was a large one, numbering by a first marriage nine children, of whom five survived to maturity; and by a second marriage eight, all of whom but one are still living, who died at the age of fifteen years of poison taken by mistake. He was the first born of the second family. An older brother was Lot L. Smith, a well known Ohio public man.

With so large a family and only moderate means, the father could do no more for his children than nurture their infancy, and give them the elements of instruction which the

schools of the vicinity afforded. In these William Sooy learned all that was taught, especially distinguishing himself by his ready mastery of arithmetic, many of whose intricate problems he solved mentally, and became recognized as a mathematical prodigy. He studied Latin with a private teacher for a few months. While these studies were going on he worked at the bench, having learned the cordwainer's trade of his father. At the age of fourteen, thirsting for a better education than the local schools afforded, he accepted the offer of his time from his father—all that he was able to give him—and set out in a wagon for Athens, the seat of the Ohio University, fifty miles distant, where he arrived absolutely penniless. He was introduced to the teacher of a private school, afterwards Prof. James M. Safford, the eminent geologist, by his brother. "This is my brother Bill, a piece of raw material. See what you can make of him." He was received into the family, doing chores as compensation for his board. After six months his instructor was appointed to a professorship in the university, and his pupil remained in his service and under his instruction. Including his preparatory studies, he spent five years in the institution. Later in the course he became a member of the family of Prof. Williams of the university, where he was treated with kindness and consideration. To pay his tuition and board and to defray his other expenses, he acted as janitor of the college buildings, doing the laborious work with his own hands, being constantly engaged with his work and studies from five in the morning till nine at night, while he occupied the time in vacations in caring for the college campus. For his labor he received a fixed compensation of eight cents per hour, and earned the sobriquet of "Professor of Dust and Ashes." But he studied as well as worked, keeping up with his classes, and graduated with distinction as a scholar in 1849, having paid all his bills, and with an accumulated capital at graduation of fifty dollars.

These humble details are mentioned as they are illustrative of the character of the boy. From one to whom penury opposes no insurmountable obstacles, who is willing to submit to even servile labor to gratify the thirst for knowledge and appease the hunger of the soul, we may look for no life of dilletantism, but may expect that the privations of youth will blossom into the grandest and best achievements of manhood.

This expectation has been fully accomplished in the subsequent career which will be all too briefly sketched.

The train of circumstances which led to his receiving an appointment as cadet at the West Point Military Academy would be deemed by some an accident, but by others recognized as a providence. A young companion of his youth, who was a cadet, returned to die. He urged his friend, William Sooy, to apply for the vacancy. Perceiving his opportunity to continue his mathematical and scientific studies, he obtained recommendations of college faculty and friends, and made application to Hon. Samuel F. Vinton, the member of Congress with whom the appointment lay, and among a list of numerous and formidable competitors, backed by influential friends and political influences, he, a friendless and unknown youth, was gratified with receiving the appointment. After careful consideration, Mr. Vinton said: "I will give you the appointment; now make a man of yourself."

He entered the military academy in June, 1849, and in due course of four years graduated the sixth in a class of fifty-two, and would have stood nearer the head of the roll but for a confusion of mind at the critical examination, which brought an incorrect result in the solving of a problem with which he was perfectly familiar. His record was almost faultless in attendance, punctuality and deportment. He was the most expert horseman of his fellows and second to none in the small sword exercise. Among his classmates who became distinguished in subsequent years were Gens. McPherson, Schofield

and Sheridan, of the Union army, and Gen. Hood, of the confederate service. He was commissioned second lieutenant by brevet, and assigned to duty with the Third regiment of U. S. artillery, at Governor's Island, New York, and afterwards was promoted to be second lieutenant and assigned to the second artillery, stationed in New Mexico.

In the "piping times of peace" life in a military post on the frontier, to an officer whose mind has been quickened into intense activity by years of study, becomes almost insupportably monotonous. Ambitious to become something more than a martinet, and to lead a life more stirring than that of a polyp, Lieutenant Smith threw up his commission and resigned from the army.

He came immediately to Chicago. His arrival was at the beginning of the year 1854. Willing to take any work in the line of his professional training, he accepted employment under Col. Mason, chief engineer of the Illinois Central railroad company as draughtsman. Col. Graham, of the United States topographical engineers, who had charge of the important harbor work on the great lakes, desiring an assistant, Col. Mason recommended his draughtsman for the place, and he was accepted and appointed assistant to Col. Graham. After about six months he became dreadfully ill and was laid off from his work. In the delirium of fever, his life trembling in the balance, his affianced wife, Miss Haven, of Buffalo, N. Y., with her father, who was a physician, came to his relief, and by the tender nursing of the daughter and the skillful ministrations of her father, he became convalescent. With Miss Haven, now become his bride, he repaired to Buffalo, where he opened a select school, which he conducted for the next two years, and which gave him not only an agreeable occupation but considerable fame.

In 1857 he resumed the practice of civil engineering, forming a partnership with another engineer, as Parkinson and Smith. The firm made the first surveys for the international bridge across Niagara river, and

did a large and miscellaneous engineering business. After its dissolution Mr. Smith took a position as engineer for the Trenton Locomotive works, then the most prominent iron bridge building company in the United States. In the service of the company he went to Cuba to superintend its undertakings in the line of iron bridges and buildings. On his return from this work in 1859 he took charge of the construction of an iron bridge across the Savannah river, on the line of the Charleston and Savannah railroad, and at once commenced sinking the piles which were to constitute the piers of the structure. The pneumatic process had then been newly introduced into the country and was crude in its details, slow in operation and very expensive. Mr. Smith introduced improvements and modifications by which the time required to sink a cylinder a given distance was reduced from fourteen days to six hours. With this class of work he has been particularly engaged, and has brought its processes to great perfection. He applied the pneumatic process to the sinking of caissons, and submitted to the government of the United States a plan for the construction of a light house off Cape Hatteras, which was to rest upon a circular caisson fifty feet in diameter, and to be sunk to a depth of one hundred feet below the water surface. While engaged upon the Savannah bridge, the guns trained upon Fort Sumter had been fired from rebel batteries, and the engineer, deciding that the flag of the Union was entitled to his services as a soldier in the dread arbitrament of war, made good his escape through the well guarded lines. He at once tendered his services to the authorities of his native State, and was commissioned colonel of the Thirteenth regiment of Ohio volunteer infantry. He commanded this regiment in the West Virginia campaigns under M'Clellan and Rosecrans, twice winning special mention for gallant and meritorious conduct, and then proceeded with it to Kentucky, where he joined the forces then organizing under Gen. Buell, as the army of the

Ohio. At the battle of Shiloh he commanded a brigade, captured Standiford's Mississippi battery, and by his gallantry won promotion to the rank of brigadier general. After the battle of Stone River, he was transferred to Grant's army in the rear of Vicksburg. He participated in Sherman's movement on Joe Johnston's army at Jackson. He was made chief of cavalry of the military division of the Mississippi, attached to General Grant's staff, and was also upon staff duty with Gen. Sherman in the same capacity. His engineering qualities were called into requisition. A correspondent writes from the front: "On the advance of Gen. Buell's column from Bowling Green the railroad destroyed by the retreating rebels was rebuilt under the superintendence of Col. W. S. Smith. Three bridges were rebuilt: two of ninety feet span each, and a mile of track built in one day. Gen. Buell was so much pleased with the energetic performance of this work that he placed Col. Smith in charge of all the roads leading into Nashville." That he was highly appreciated by the officers associated with him is attested by their presentation of a magnificent gold mounted sword, jeweled with precious gems, upon which is engraved the legend, "Presented to Gen. Wm. Sooy Smith by the officers of the 13th O. V. I.," and the memorial words "Shiloh" and "Carnifex."

In September, 1864, Gen. Smith, having been prostrated by a severe attack of inflammatory rheumatism and disabled from active service, deeming it inconsistent with duty to his country to occupy a position of high importance while unable to perform its duties, thus keeping from active service others qualified to render it, resigned his commission.

With returning health Gen. Smith resumed professional life, with headquarters in the city of Chicago, though often called in the execution of important engineering works to distant points of the country. He has been entrusted with gigantic engineering works, both by the government and by corporations and private individuals, and

brought to their plans and execution boldness, a safe and accurate judgment, great ingenuity of invention, and careful scrutiny of details, so that not a single failure is found among his great undertakings. The class of work in which he has had the greatest employment is that of bridge piers and caissons of ponderous structures, rendering necessary subaqueous and subterranean excavations. Mention can here be made only in the briefest way of some of the more important works which he has planned and executed, the interesting details of which must be sought in engineering works, where they are more minutely described.

His first engineering work after the war was the protection built about the Waugoshance light house at the western entrance of the Straits of Mackinac. This is in some respects the most wonderful engineering work in America. This caisson, designed in 1867, was the first pneumatic caisson sunk in this country, and it is thought to be the first sunk in the world. Its design was entirely original with Gen. Smith, and for it he received an award at the Centennial Exposition (one of the two awards given to American engineers), and conferred by a jury composed of some of the foremost engineers of the world. About the same time he was engaged in opening the approach to the harbor of Green Bay by cutting a straight channel through Grassy Island, instead of deepening the old tortuous channel around it.

The construction of great railway bridges over the shifting current and treacherous sands of the Missouri river has occupied much of his time and ingenuity. The first of these was the bridge at Omaha, then that at Leavenworth, and later he built, or helped to build, the bridges at Booneville, Glasgow, Plattsmouth, Sibly and Kansas City. He constructed the screw pile piers for bridges over the Mobile river, on the line of the Mobile and Montgomery railroad, and two of the same kind across Salt creek in Nebraska.

His next great engineering work was the preparation of plans for a tunnel under the

Detroit river. For boldness, originality and thorough provision for every difficulty that the work can present, these designs are acknowledged to be unsurpassed; they have been approved by a board of engineers assembled to consider them, and indorsed by many distinguished members of the profession in this country and in Europe. He also partly excavated a tunnel under the river at Port Huron, which was only discontinued when the railroad company party to the contract failed to comply with its agreements. He was mainly instrumental in getting a board appointed by the government to make tests of the properties of American iron and steel, and was a member of this board during its entire existence. His study and observation convinced him of the very great advantages possessed by steel over all other kinds of material for bridge building. He designed and constructed the great steel bridge at Glasgow, for the Chicago and Alton railroad company, the first all-steel bridge ever built. This magnificent structure commands the admiration of all who see it, not only by its symmetry and strength, but also by the architectural beauty of its design.

Gen. Smith has been designated by the government to examine and report upon the plans and construction of the Chicago custom house, which, by the way, were criticised by him at the time of their adoption, when he prophesied with curious precision, that within twenty years the foundation would subside so as to endanger the stability of the structure.

He was in like manner designated to examine and report upon the crib which protects the inlets of the tunnels which supply the city of Chicago with water.

In the planning of the great buildings which carry their many peopled floors for fifteen to twenty stories into the air in Chicago, Gen. Smith has been consulted, and has devised a system of resting their foundations upon piers and piling footed upon rocks, which will give to them the permanence and stability of the solid earth.

He has likewise devised a triple system of thoroughfares through the already congested streets of his city, which, though at present thought premature, will in the future be indispensable if Chicago attains the metropolitan magnitude to which its fortunes seem to point.

In estimating the professional character of Gen. Smith, an eminent engineering authority bears this testimony: "He excels in uniting boldness with prudence, and in selecting what is valuable and rejecting the visionary and impracticable among the many new things which arise connected with engineering science and practice. And to these peculiarities and to his untiring industry is due the large measure of success that he has won as a civil engineer."

In his life as a citizen, the General is an active participant in whatever is undertaken for the public good and a liberal contributor to benovolent institutions. He is a ready and eloquent public speaker, and has been frequently called upon to deliver addresses at universities and before scientific societies.

He is particularly interested in poor young men struggling to get a start in life, and always ready to aid them when opportunity offers.

The excellent lady who became the wife of Mr. Smith in 1854 survived only six years, leaving an only son, Charles Sooy Smith, an eminent civil engineer and contractor, living in the city of New York. Gen. Smith married, in 1862, Miss Anna Durham, daughter of Hon. V. C. Durham, of Bowling Green, Kentucky, who died in 1882 without issue.

In 1884 he wedded Miss Josephine Hartwell, of St. Catherine's, Ontario. An only son of this marriage, Gerald Campbell Sooy Smith, is now a lad of four years.

Gen. Smith built many years ago a villa at Maywood, a suburb of Chicago. It is a place of over twelve acres, laid out by the tasteful skill of landscape art, adorned with floral and arboreal beauty, the house filled with books and objects of art, to which he retires from the crowded city and the toils of an exacting profession, to the enjoyment of domestic happiness, amid the allurements of rural beauty.

LEVI ZEIGLER LEITER.

Very few of the pre-eminently successful Chicago men have achieved their triumph without the spur of original poverty to stimulate their efforts. Among those few, and, perhaps, the most distinguished among them, is the subject of this sketch. His native town of Leitersburg, in Maryland, took its name from his family, which was of old Calvinistic Dutch stock, a lineage that naturally furnishes the qualities which sometimes blossom into so vast a fruitage of success as that marking this scion of the race.

Mr. Leiter (born in 1834) was well educated, and entered his business life in the same branch as that which afterward laid the foundation of his colossal fortune, though the "general store" of a country town would seem but a trifling and dingy antechamber to

the great edifice which grew to proportions scarcely dreamed of by its founder. The "pent up Utica" of Leitersburg did not, however, contract his powers very long. At eighteen he went forth into the "boundless continent," and after a short halt in Springfield, Ohio, came on (in 1854) to Chicago, where he took positions successively with Downs & Van Wyck and the old and distinguished house of Cooley, Wadsworth & Co., the forerunners of the great firm of John V. Farwell & Co. Nine years' service here, including the period of the collapse of 1857 and the recovery, expansion and inflation of 1860-5 (the period of the war for the Union), were enough to give Mr. Leiter and his fellow-worker, Marshall Field, a valuable interest in the business, which interest they

sold in 1865 to John V. Farwell. Then Mr. Leiter and Mr. Field bought an interest in the dry goods business, which had grown up under the management of Potter Palmer, finally buying the entire business, and, from 1867 to 1881, managing it under the firm name of Field, Leiter & Co., with a resulting prosperity unparalleled in the history of trade.

These successive steps are synonymous, in the view of residents of Chicago and the Northwest, with the very highest flights of enterprise, characterized by probity, shrewdness, boldness and almost unerring judgment. The firm of Field, Palmer & Leiter contained the germs of three of the greatest fortunes ever amassed in a like space of time in any part of the world. Two of the members, Mr. Leiter and Mr. Palmer, turned their attention to real estate; and, with the growth of their chosen city, became the largest holders of business property therein, while the third became the greatest merchant.

It must not be supposed that these almost immeasurable successes came as a matter of mere spontaneous growth, or that there were not moments of appalling peril. To each, the morning of October eleventh, 1871, must have looked like the dawn of a day of doom. The store of Field, Leiter & Co. was a ruin, surrounded by miles of ruins. The burned district included almost the entire real property wherein Mr. Palmer had invested his capital. Each of the men, now (1894) multimillionaires, was looked upon by most of his friends and fellow-citizens as hopelessly bankrupt. And this was but twenty-one years ago!

To return to the personal history of Mr. Leiter. His retirement from the laborious business of a merchant did not mean for him the cessation of work; it only meant increased liberty in his choice of occupation and in the disposal of his time. He now felt free to come and go, to educate his family by travel as well as by scholarly training, to accumulate his magnificent library and to increase his own knowledge of art, science and

letters; especially the branches connected with the well-being of the commonwealth.

His immense private interests have not engrossed his time to the exclusion of the claims of the country on its citizens of all grades. He recognizes the fact that duties increase with means, and that the obligation to what is called "public spirit" falls heaviest on those who have most power to bear it. He has not been a laggard in the performance of public tasks. To quote from a late memoir:

"For many years Mr. Leiter was a director of the Chicago Relief and Aid Society, and gave much time and patient study to the wise distribution of charity; and not only in this enterprise, but in all intelligently-directed charities, he has been an honest worker and a liberal contributor—whenever he could be convinced that the bestowal of money and time would produce more good than harm. The American Sunday School Union has always been one of his favored instrumentalities of good to his fellow men. With a keen insight into the springs which lie behind human action, he has never courted popularity but preferred, at all times, in speech and action, to do his whole duty to his fellow men and the community in which he lived. * * * In all which goes to advance the social and educational, as well as the business, interests of Chicago, Mr. Leiter has been a moving spirit. His great means, as well as his keen business capacity, have been enlisted in many worthy enterprises. He was the first president of the Commercial club, and is now a leading member of the Iriquois, the Chicago, the Calumet, the Union, the Washington Park and the Union League clubs."

The particular benevolence which endears Mr. Leiter to the heart of an historian is the inestimable help he has given to the Chicago Historical Society. He served it in season and out of season, being one of the little band of the faithful who rallied to its revivification after the killing blows it sustained in the two great fires, those of 1871 and 1874. His

name stands high on the list; with those of Mark Skinner, Thomas Hoyne, Jonathan Young Scammon, Edwin H. Sheldon, D.K. Pearsons, and others of that noble, tireless band, to whom is due the present splendid and stable position of the enterprise.

Another grandly successful institution largely indebted to him for its well-being is the Art Institute, whereof George Armour was the first president and Mr. Leiter the second. The grand academy, engaged in the cultivation of hundreds within its walls and of thousands outside them, should fill with

pride the hearts of Mr. Leiter and every one of the other strong men to whom it owes its birth and its prosperity.

Personally, Mr. Leiter is a fine specimen of health and strength in body and mind; endowed with a capacity for work such as few men of any age can surpass or even equal.

Socially, Mr. Leiter's family is always among the leaders, whether in Chicago or in Washington, where they have spent most of their time in late years. His children are Joseph, Mary, Nancy and Marguerite.

LYMAN JUDSON GAGE.

Mr. Gage occupies the unique position of head of the largest banking institution, in the volume of its transactions, in the country. He has gained this position by no happy accident, but by years of assiduous attention to the details of the business, by a thorough and comprehensive knowledge of its principles, and after the most searching test of his firmness and integrity.

The facts of his outward life are few and simple. The qualities of his intellect and character, which constitute the real life, are more subtle and difficult of analysis. He is reticent of his inward thoughts, and possessed of a genuine modesty in respect to his own personality.

The qualities that make a successful banker are neither rare nor wonderful. He must possess intelligence, good judgment, prudence, sagacity, industry and integrity. To constitute a great financier are needed in addition to these a comprehensive knowledge of the principles of finance, a thorough understanding of political economy as it affects the great operations of production and distribution, skill in determining the dominant influences that control human action, and a quick and accurate perception of character. He should possess the philosophic qualities of the statesman, and the tact and adaptability of the man of affairs. These are not

taught in the schools; they are not the product of study and discipline, however careful and rigid. They are like the poetic gift, born not acquired. They are developed in some men possessing the inborn faculty by experience and trial in the school of practical business.

The great financial leaders of the country form no privileged class, whom fortune and circumstance have brought to the head of affairs, but they work their way by long and careful application, through all the degrees of subordinate employment, climbing step by step the slippery rungs of the ladder of preferment, fortunate if no unwary step precipitates them to hopeless obscurity. They are not necessarily men of shining parts, eloquence of speech, elegance of diction; and courtly manners may add a grace to their presence, but no essential element to their strength. Their qualities are solid, strong and even massive, rather than gay or sprightly or captivating. While men of excellent routine, accurate, capable and ready, are common at the desk and the counter, the really comprehensive minds, with the power to organize and the skill to direct the operations of a great bank, are few and rare.

Mr. Gage is a banker and a most successful manager; but he is more. He is possessed of wide intelligence, gained by obser-

vation of the course of business and events, and much more by close and thoughtful study of philosophy and economics, of history and literature. He is quick of perception, intuitive in judgment, rapid in conclusions, and generally correct in his estimates of character. He takes a broad survey of events, and forms a philosophic theory of their trend and outcome. Beyond the routine of the bank, and the immediate influence of passing events, he has a comprehensive view of affairs. He is interested in public questions and has that wisely directed public spirit which makes him a leader of opinion and a moulder of men. He is a philosopher without pedantry, a politician without partisanship, a humanitarian without hobbies. Withal, he possesses an impressive personality, a large frame, a firm gait, a steady eye, a pleasant mien, a cordial manner, and features comely, if not positively handsome. With such qualities and many more which elude ready analysis, is it any wonder that he has reached the high position in finance, and the commanding influence in society, which makes him to-day one of the most impressive personalities that mingle in the daily round of business in Chicago?

Mr. Gage was born to a respectable but not conspicuous family that had been raised in Central New York. His father Eli A. Gage was a hatter by occupation; his mother was Mary (Judson) Gage. They were descended from New England ancestry, having its root in England. Lyman J. was born in the little village of De Ruyter, Madison county, N. Y., June 28, 1836. When he was ten years old the family removed to Rome, Oneida county, where the son had the advantage of four years' tuition in an academy—the only scholastic training that he ever received. He early felt the pressure of self-support, and probably also the ambition of carving his own pathway in life.

At fifteen years of age he obtained a clerkship in the postoffice at Rome, and soon afterwards was detailed by the postmaster

as mail route agent on the Rome and Watertown railroad, and served in that capacity until the postmaster-general appointed regular agents for the route. When eighteen years old he entered the service of the Oneida Central Bank at Rome, as junior clerk, at the meager salary of one hundred dollars per year. His duties ran through the whole scale of subordinate bank work, from sweeping out the rooms to counting cash. As he began to get an insight into the routine of the bank, he thought his services entitled him to better wages, but the economical directors did not agree with him, and after eighteen months of careful and conscientious work he determined to strike out for the West, having saved a little more than was needful to pay his fare to Chicago, the goal of enterprising youth at the East.

His arrival in this then busy mart of the great West was on the 3rd of October, 1855. It was then no easier than it is to-day for a lad of nineteen, without friends or means, to step into a lucrative employment. Every clerkship in bank and counting-house had many eager applicants. The young man was not so ambitious but that he was willing to accept any honorable engagement whereby he might gain a footing in the business world. The best thing that offered was a clerkship in the lumber yard and planing mill of Mr. Nathan Cobb, which was located at the corner of Adams and Canal streets. His duties were varied, from keeping books to driving team and loading lumber. In this humble, invigorating life he continued for three years, until a change in the business compelled him to relinquish it. He then took the position of night watchman for a few weeks. At last a better position offered, and in August, 1858, he returned to the desk as book-keeper in the Merchants' Savings Loan and Trust company, on a salary of five hundred dollars per year.

The institution had been organized only the year before, on a more permanent basis than most of the banks of the period. Its

capital was \$500,000, with J. H. Dunham as president; Walter L. Newberry, vice-president; D. R. Holt, cashier; and in its directory were such names as I. N. Arnold, William B. Ogden and Cyrus H. McCormick. To be associated with such men and to be found worthy of such association was better than a fortune to a young man. His fidelity and capacity were soon recognized by the discriminating officers of the bank, who, at the beginning of the next year, advanced him to the position of paying teller with a salary of twelve hundred dollars. Another year brought him promotion to the post of assistant cashier, with a salary of two thousand dollars; and in the spring of 1861 he was appointed cashier. This position—the highest that a mere employe in a bank can reach, involving the management of its current business—he retained for seven years. During this time he had become thoroughly conversant with the business of Chicago, acquainted with its leading and active men, and in all respects competent to manage a financial enterprise. They had been trying years for moneyed institutions. The old State bank system had collapsed under the influence which the war had wrought upon their securities and investments. The nation had passed from a specie basis to the fluctuating one of government paper, and a new national system of banks had come into existence and was fast crowding the old banks to the wall. Values had been in a state of constant vacillation, going down or up with the premium of gold; and that oscillated with the fortunes of the government. The last few years of the period had brought new strength to the government, and with it a shrinkage of values and decline of prices. It was a period which tried the capacity of bank managers as they had never been tried before. They had to rely on their good judgment and sagacity, having no lights of experience or precedent to guide them.

The First National bank of Chicago had been organized May 1, 1863, among the earliest of the National banks, with the modest

capital of \$100,000, and under the favor which it enjoyed as a National bank had met with extraordinary success, having increased its capital to one million dollars. In 1867, Mr. E. Aiken, who had been its first president, died, and Mr. Samuel M. Nickerson was elected in his place. About this time Mr. Gage was invited to take the cashiership of the bank, which he accepted. Three years afterwards came the great fire, but the bank passed the ordeal unscathed. Panics followed which brought disaster to many bank customers and bankruptcy to not a few banks, but the staunch First National sailed on over the financial waters like a solid battle ship over the storm-tossed ocean. Fifteen years of prosperous business to the bank passed, when its charter expired, and a re-organization occurred with renewal of its charter. At this time the institution had an accumulated surplus of \$1,800,000. In May, 1883, the new organization took effect, at which the capital was placed at \$3,000,000, Mr. Nickerson continuing as president, Mr. Gage being made vice president, and Mr. H. R. Symonds cashier. Mr. Gage from this time was the practical manager of the bank and director of its policy. In January, 1891, Mr. Nickerson retired from the presidency, and Mr. Gage was elected in his place. The position he still holds, and he subordinates all other engagements to the duties that he owes the bank. His connection with this institution has now extended over a period of twenty-six years, and his entire banking experience in Chicago in four years more, if his life is spared, will reach forty years. The bank has become the largest, not only in Chicago, but sometimes leads all others in the United States in the amount of its deposits and the volume of its business, the former now exceeding twenty-five million dollars. These results are a better testimonial of the ability and prudence with which the bank has been managed than any words of eulogy.

The ability of Mr. Gage, displayed for so long in the management of the institution of which he is the head, was recognized by his

brethren of the banking profession in electing him in 1882 as president of the American Bankers' association, composed of the leading bankers and financiers of the country, and in re-electing him twice in succession to the same position. At the annual session of the association held in Chicago in October, 1893, he was recognized as in a sense its host, and his off-hand but pregnant address on that occasion will be remembered as one of the most interesting and instructive features of that notable meeting.

A man so prominent in business and financial affairs has unavoidably been called upon to take a leading part in a great number of undertakings of a financial nature. To enumerate these would be a tedious detail. Suffice it to say that he has taken an unshrinking part in whatever movement has been set on foot in Chicago, to better its business and commercial interests, to advance its manufacturing prestige, and to elevate the tone of its social life. As has been said, he is more than a banker. He has broad sympathies and an intelligent conception of the great social and economic problems which confront our civic life, and interests himself "because he is himself a man, in all that relates to the interests of humanity." A few years ago he was a leading spirit in bringing about a series of "economic conferences" in Chicago, at which the conflicts of labor and capital were special subjects of consideration, which were participated in by leading thinkers of the day. Mr. Gage delivered two addresses on these occasions, full of wisdom, and sympathetic with the cause of struggling and aspiring labor. At the present time he has accepted a nomination upon a committee of forty citizens, raised at the instigation of the noted reformer William Stead of London, to bring about a co-operation of the best elements of the city representative of all classes, for the improvement of the moral condition of the community.

The most important recent work in which Mr. Gage has been engaged has been in pro-

moting the World's Columbian Exposition. He was chosen president of the local board of directors, and much against his own inclination was induced by the urgency of the citizens to accept the position. Once in the harness, he made it the subject of his thought and the almost engrossing object of his labor. To make the Exposition a success was the object of unwearied labor. The success of the Fair, so complete as to stifle all adverse criticism, was due not a little to his unwearied and efficient labor, especially in organizing and aiding the immense financial interests of the Exposition. Upon his selection to the presidency of the bank, he was compelled to relinquish that of the Columbian Exposition. The feeling of the community on that occasion was tersely expressed by one of the Chicago papers: "The news will be received with regret not only by the community, but also by the National commission and by all concerned in the great undertaking. During his occupancy of this important position he has shown a knowledge of its details, a sound and quiet judgment, a capacity to harmonize conflicting elements, a broad and comprehensive view of affairs, and an executive ability which it will be difficult to find in any one who may be named as his successor." He did not retire from the board, but continued as a director to give much thoughtful care to the interests of the great enterprise. A magazine article from the pen of Mr. Gage, published after the close of the great fair, tells the thrilling story, in terse and vigorous style, of the raising of the more than eighteen million of the thirty-five million dollars expended in producing the Exposition, exclusive of the exhibits themselves: but it does not hint at the salient fact that he himself was the organizing and stimulating power that opened the purses and treasuries of Chicago, from which flowed this magnificent sum, for a purely aesthetic purpose.

Among the numerous positions of honor and dignity which Mr. Gage had been called to fill is that of president of the Commercial

Club of Chicago, representing in its membership the most important branches of business and the most active industries of the city. He is also a director and treasurer of the Art Institute of Chicago. His private library is one of the choicest in the city. He is a careful student of the facts and the philosophies of human interest, not taught in the schools, but wrought out in persistent and thoughtful self-education. It is this which makes him one of the most interesting speakers upon public occasions. While his manner is plain and calm, his words are the embodiment of ideas which have been wrought out in the workshop of mental toil, and have become a part of his intellectual endowment. He is an outspoken Republican in politics, though of the kind that seeks the establishment of

right principle of government, rather than the acquisition of the honors of office, or the spoils of partisanship.

Mr. Gage was married in 1864 to Miss Sarah Etheridge, daughter of Dr. Francis B. Etheridge, of Little Falls, New York, who died after ten years of happy wedded life, leaving an only son, Eli A. Gage, now about twenty-six years of age. He married again in 1887, Miss Cornelia Gage, of Denver, Col., who now shares his home. The family residence is one commensurate in elegance and convenience with the high position which Mr. Gage holds. It is located at 470 North State street, where a hospitality, as extensive as it is graceful, is dispensed to all who have a claim to share it, with unsparing hand.

GEORGE LINCOLN DUNLAP.

In the distribution of her personal gifts, nature, however prodigal, seldom confers upon one individual superior excellence in more than a single line. The qualities that go to make up a great civil engineer, the more brilliant they are, tend the more to make him a specialist; the endowment which constitutes a man a successful manager of transportation seldom qualifies him for excellence in other directions; the varied talents required to conduct great commercial enterprises are unsuited for success in a business of sameness and monotony; the courtesy and refinement which make one a leader in social life usually unfit him for the stern conflicts which business requires of her votaries. The character which it is now proposed to trace combined in rare proportions all these elements.

George L. Dunlap, in the course of his active and diversified life, has shown himself to be an accomplished civil engineer, a competent manager of railway affairs, a successful business man, and a useful and genial member of social circles. Here are brought into combination science, tact, prudence,

integrity and courtesy, each in its way a superior excellence.

Mr. Dunlap is a native of the State of Maine, born at Brunswick in 1828. He is a son of John and Mary (Robinson) Dunlap, long residents of that place. His education, after its first stages were passed, was received at the Gorham academy, where he manifested a predilection for mathematics and engineering, and devoted especial attention to studies in those lines. He gained knowledge of the art of surveying by practice in the field, with chain and compass.

At the age of twenty he engaged in practical engineering in the service of the Boston & Maine railroad, in which occupation he continued for three years, and then entered the service of the New York & Erie railroad company as engineer, where he remained four years.

In 1855 his services were sought by the Galena and Chicago Union railroad company, then constructing the first link in the great Chicago and North Western railroad system. He took the position of assistant engineer, and held it until the completion of the road,

something over three years. He was appointed general superintendent of the company, a position which he administered with such skill, industry and success, that he held it for fourteen years. During the last year or two his position was that of general manager.

In 1872, his services were engaged by another great railroad enterprise, the Montreal and Quebec, which contemplated connecting those leading Canadian cities by rail. He was sent to London to forward the financial arrangements for the work, and these having been completed, he returned to Canada and took charge of the construction.

This work having been launched, Mr. Dunlap returned in 1879 to the West, where he engaged in the construction of the Wabash line. The next year he became one of the executive officers of the North Chicago railroad company.

The railroad lines which penetrated the great Northwest greatly stimulated the production of cereals, and poured a flood of grain upon the Chicago market. To facilitate its handling and storage, the system of grain elevators was early evolved. In 1881, Mr. Dunlap put up the largest one of these which had hitherto been constructed in Chicago, the "Wabash Elevator," situated on the south branch of the Chicago river. It had a capacity of 1,750,000 bushels of grain. Another elevator, of nearly equal capacity, the "Indiana," was built in 1884, and both operated by a company in which Mr. Dunlap was the senior partner. It was in 1881 that Mr. Dunlap became a member of the Chicago Board of Trade, and he at once took a prominent place in that gigantic mart of commerce.

Having thus rapidly sketched the professional and business occupations of thirty years of active life, which had yielded an ample return of both fame and fortune, brief notice will be made of other enterprises which the while engaged his attention.

Only three years after he made Chicago his home he united with a number of other

gentlemen in obtaining a charter and organizing the Blaney Lodge, No. 271, A. F. and A. M. This lodge has had a brilliant history in masonic annals. After various disasters, including the burning of its quarters and archives in 1867, it completed a hall which was pronounced to be "a paragon of halls." It was furnished with a marvelous perfection of detail, no less than \$20,000 having been expended in interior decoration. It went down in the great fire of 1871.

With the Union club he has been prominently connected, and has been upon its board of directors. Among the gentlemen of refinement and culture who enjoy the association of this elegant centre of social life Mr. Dunlap is one of the most valued. His artistic tastes have been employed in the preparation of several musical festivals, which gave great pleasure to the lovers of music in Chicago and attracted numbers from all parts of the Northwest. He also interested himself in literary interests, and was at one time a manager of the Chicago Literary Association. His political affiliation has been with the Democratic party, though in no sense a politician. He has enjoyed membership in the Iroquois club, a strong organization devoted to the interests of that political faith. As early as 1864 he was prominent in a public service non-political, as a member of the committee of thirty appointed by the citizens to consider the noxious condition of the drainage and sewerage of the city.

The only office which he has held in Chicago was that of city marshal, by appointment of Mayor Colvin, in 1873-1875.

In the line of charity, he was in 1886 president of the Chicago Nursery and Half Orphan Asylum, while Mrs Dunlap has taken on herself the support of one of the Kindergartens of the city.

Mr. Dunlap has been twice married. His first wife, whom he married in 1858, was Miss Ellen M. Pond. Of this marriage there were two daughters, Mrs. A. L. Hopkins, of New York, and Mrs. Dr. F. W. Payne, of

Boston. A beautiful memorial window made in London, erected by her children as a memento of Mrs. Dunlap, adorns St. James' church.

The present Mrs. Dunlap was Miss Emma Blanche Rice, daughter of Honorable James B. Rice, of Chicago, whom he married in July, 1872.

The Dunlap family residence is a beautiful home, erected just after the great fire of

1871, at the corner of Dearborn avenue and Oak street. Mr. Dunlap has a summer home on a farm near Lake Geneva, Wisconsin, where he retires during the hot months, for the recreation and quiet enjoyment of the country.

A life of unwonted activity, crowned with the ample rewards of industry and fidelity, has earned the repose which, with still unabated physical and mental vigor, he lives to enjoy.

HASSAN ARTEZ HOPKINS.

Mr. H. A. Hopkins was born at White Creek, Washington county, New York, February 14, 1814. He came to Chicago in 1855, where he became one of the founders of the town of Hyde Park, where he resided during the growth of that suburb, and its organic union with the city of Chicago, and where he died on the 1st day of January, 1890.

He left his home at the age of fourteen years, and took upon himself the task of self support, engaging soon afterwards in the course of mercantile dealings which took him into many distant parts of the country. In the course of his business he traveled over the States of New York, New Jersey, several of the eastern States, and North Carolina.

He married, in 1841, Miss Sarah M. Masten, a daughter of Jacob Masten, of Ulster county, New York. At the time he settled in Chicago, in the year 1855, Mr. Hopkins was forty-one years old. He had accumulated some property, which he brought with him and invested it, in connection with Mr. Paul Cornell, in the purchase of three hundred acres of land, in what was afterwards known as the "center" at Fifty-third street, which the proprietors platted and laid out as a town. To make it accessible they gave sixty acres to the Illinois Central railroad company as a consideration for extending the track of the road to the town and an agreement to run three suburban trains a day. The operation of the road commenced June

1, 1856, the terminus being at South Park, Fifty seventh street. By careful provisions the locality was made attractive to residents, especially in the exclusion of saloons and liquor selling from its precincts. The Hyde Park Hotel was built by the proprietors and opened July 4, 1858, by Tabor, Hawk & Co., who also managed the Richmond House. After the death of President Lincoln, this house became the residence of Mrs. Lincoln with her son Robert T.

The town of Hyde Park was incorporated February 20th, 1861, Mr. Cornell being unanimously chosen supervisor by the seventy-one voters, and Mr. Hopkins, town clerk, to which position he was re-elected in 1863.

In 1860, Mr. Hopkins opened a store for the sale of groceries and general merchandise, the first that was established in that part of the city. It was a one story structure, only ten feet square, located south of Fifty-third street. He was postmaster for fifteen years.

Mr. Hopkins was one of the twelve who established in 1860 the Presbyterian church at Hyde Park. A small white church edifice was erected on Fifty-third street, which afterwards became the town hall. Mr. Hopkins was chosen an Elder of the church at its organization, and continued such during his life.

At a collision on the railroad, January 8, 1862, he was severely injured. It was at the

same time that Judge William T. Barron was instantly killed. During the last few years of his life Mr. Hopkins had retired from active business, devoting himself to the care of his estate, and residing in one of the earliest built houses of the town at No. 5211 Cornell avenue.

He had suffered a severe affliction in the death of his only son, Leonard, who had enlisted among the volunteers called out in

1861 for ninety days, and within a month after entering the service died of fever at Paducah, Kentucky.

He was greatly beloved by the pioneers of Hyde Park, who knew his kindness of heart and devotion to every good and worthy effort to benefit the community. Mrs. Hopkins survived her husband until April 11, 1893. An unmarried adopted daughter is now the only representative of the family.

JOSEPH KIRKLAND.

Joseph Kirkland was born at Geneva, N. Y., January 7, 1830. His father was William Kirkland, a professor in Hamilton College, wherein he had taken his degree in the first graduating class, that of 1816. His grandfather, General Joseph Kirkland (the first mayor of Utica, N. Y.), was a nephew of Samuel Kirkland, the famous missionary to the Oneidas during the revolutionary war. Mrs. General Kirkland was daughter of Major Backus of the "Rhode Island line" in the revolution, a good soldier and a direct descendant of William Bradford, the Mayflower pilgrim.

Mrs. William Kirkland, mother of the subject of this sketch, was Caroline M. Stansbury, of old New York (royalist) stock. She afterwards became noted as "Mary Clavers," author of "A New Home," which appeared in 1840 and made a great success, being the first book giving a realistic picture of western rural life. It was written in Michigan, whither the young family moved in 1835; and where the boy Joseph gained the beginnings of his rustic knowledge; afterwards made use of in his own novels. Later, in New York City, Mrs. C. M. (Stansbury) Kirkland continued her literary career and became one of the best known among the New York writers of the mid-century, including Irving, Willis, Bryant, Tuckerman, Halleck and Catharine Sedgwick.

After a desultory education, principally gained at home through contact with his

brilliant mother (his father having died in 1846), Joseph moved (1856) to Chicago, which was his residence for the rest of his life, with absences at the war, and at the coal mines near Danville, where he added to his knowledge of western country life.

In 1861 he volunteered in the three months' service; enlisting as a private, and being elected second lieutenant in Company C, of the Twelfth Illinois infantry. Later he became A. D. C. to General George B. McClellan, and served with him in the West Virginia campaign; including the battles of Rich Mountain, Laurel Hill, etc., and (resigning from his regiment) was appointed A. D. C. on the general's staff (with the rank of captain in the regular army) in the reorganization of the army of the Potomac and its advance to the Peninsula, siege of Yorktown, battle of Williamsburg and attack on Richmond. During the siege of Yorktown he was transferred (at his own request) to the staff of General Fitz John Porter, where he gained his majority,

Porter's corps (the Fifth) held the leading part in the battles of Hanover Court House, Mechanicsville, Gaines' Mill and Malvern Hill; beside taking a share in the other actions known as the "seven days' fight," in the change of base from the York River to the James. At the camp at Harrison's Landing Major Kirkland was seized with jaundice, which caused his absence from the command during the sad days of the

"Second Bull Run." He rejoined just before the glorious victory at Antietam, wherein the Fifth corps unfortunately did little save acting as the reserve, covering the centre.

Later, General Porter being relieved by General Butterfield, Major Kirkland served the latter as volunteer aide at the bloody fight at Fredericksburgh, where he had his horse shot under him during the ineffectual and fatal charge on Maryé's Hill.

Upon General Porter's retirement from the army Major Kirkland resigned his commission and returned to his long neglected business (coal mining), which he followed with much success until, in the commercial disaster following the great fire of Chicago, he met with such reverses as caused his insolvency in 1874. He settled with his creditors, and took office (1875) in the Internal Revenue service, under his old and beloved friend General J. D. Webster, who was collector of the district, and served in that office until General Webster's death. During this occupation he began the study of law, and, in 1880, when fifty years old, was admitted to the bar, passing at the head of the large class wherein he was examined before the Appellate Court.

Forming a partnership with Hon. Mark Bangs, ex-judge of the circuit court, he continued for ten years in successful practice of his profession.

In the midst of his legal career, Major Kirkland carried out a purpose long dormant in his mind, of writing a novel of western rural life. "Zury, the Meanest Man in Spring County" was published in 1885 by Houghton, Mifflin & Co. and immediately gained marked and unusual acceptance at the hands of the reviewers and the public. Following thus, at an interval of forty-five years, the path marked out by his mother by her "New Home" in 1840, he found that his life work was shaping itself in the way he would have been happy, during all his career, to foresee; and therefore gradually dropped his law practice to devote himself to literature.

"Zury" was followed (in 1887) by "The

McVeys" and (1889) by "The Captain of Company K," a war novel which took first prize in the competition (anonymous) wherein the *Detroit Free Press* offered \$1,600, \$900, and \$500 for the three best stories submitted. Later it was published in book form by the Dibble Publishing company of Chicago, and had a large sale.

The last named story, written out of full heart in memory of his soldier life, brought him the kind of sympathetic appreciation he most highly prized; the smiles and tears of the disbanded men of the volunteer army; correspondents who declared, freely, that it was the only book that showed the American soldier's life as it was; without nonsense, romantic embroidery, the smoothing over of honors, or any other interference with the naked truth. One capable critic, child of a race of soldiers and herself a soldier's widow, characterized it as "the greatest war picture ever painted except Tolstoi's Sebastopol."

Later, Major Kirkland wrote the "Story of Chicago" (two vols. octavo) and a small history of the Chicago massacre of 1812. Excepting the present work, short stories and bits of verse, this list comprises all Major Kirkland's works.

Major Kirkland married (1863) Theodosia Burr Wilkinson of Syracuse, N. Y., daughter of John Wilkinson, one of the founders of that city. (See memoirs of the Wilkinson family.)

They have four children; Caroline, Louisa (wife of Victor Channing Sanborn of Chicago), John Wilkinson and Ethel.

Of himself, Major Kirkland said that his typical characteristics were "vivacity; a courage based upon principle rather than instinct; philanthropic sensibility of the warmest kind—perhaps prone to the extreme—curbed by utter intolerance of idleness and dissipation; and discriminating fondness for all society, from the mere children of nature (whom he depicts in his fiction) to the most cultured, and from the gay young woman of fashion to the aged and infirm veteran living

in dreams of the vanished past." To these may be added undaunted cheerfulness of disposition; a quiet patience which bore all suffering physical or mental without a murmur, and unflagging industry, his usual answer to any proposed recreation being, "Oh no, I must work, work;" sometimes adding, "for the night cometh when no man can work."

As a writer he was extremely careful and painstaking. His literary standard, especially for himself, was very high, and the even vigor and smoothness of his style, which give the impression of such perfect ease and naturalness, were really the result of infinite trouble, interlineation, crossing out and re-writing. It was his custom, when it was feasible, after having made his work as good as he could, to lay it away until it had quite passed out of his mind and then go over it critically and erase whatever seemed to have been written with a "peacock quill," as he called it.

In all his actions and words, in everything that he did he was guided and governed by the wise restraint of moderation; he was only intemperate in work. While many or most writers find their inspiration in working in the forenoon, Major Kirkland accomplished most of his literary labors in the evening, devoting the day to other business cares. This was burning the candle at both ends and undoubtedly shortened what might have been a long and rich life. For on April 29th, 1894, death, in the form of disease of the heart, came swiftly and unexpectedly and "... flashed the truth eternal in his eyes," taking him in the full prime of his bodily and spiritual powers. Of himself he wrote not ten days before this: "and, in his sixty-fifth year (he) rejoices in all the bodily strength and activity of his prime."

From among the many testimonials, public and private, to the esteem in which Major

Kirkland was held the following is selected, both on account of its beauty and terse vigor and of the eminence of its author, the Honorable Thomas B. Bryan. It is entitled, "A Tribute."

"Chicago mourns the loss of one of her elect.

"The death of Major Kirkland came with appalling suddenness.

"Nearly up to its sad occurrence he seemed, in physical as well as in mental activity, to partake of the sturdiness of the vigorous young city with which his life was so closely identified, and of which he had so graphically written the 'story.' Although by reason of his authorship of that work, his own name is omitted from the written record, none merits a more enviable place than his in the history of Chicago activities and Chicago achievements.

"This is not the place to tell at length of the versatile talents possessed by Major Kirkland and that lent lustre to his many virtues. Authorship came to him as by inheritance, and he did credit to the name of his gifted family.

"Chicago points with pleasure and with pride to the products of his genius in the story of her giant progress, and those other works that have linked his name to hers in a loftier connection. Deservedly classed among her 'old settlers,' his whole career has been one of exemplary citizenship.

"Having responded promptly to his country's call in an hour of need, his loyalty to the flag, and intrepidity in its support were typical of his fealty to principle throughout the battle of life—and now when that is over, and he has gone to his reward, his memory will be fondly cherished by many thousands to whom he was truly endeared as a friend and brother, the soldier, the scholar and the gentleman."

FRANKLIN FAYETTE SPENCER.

It was a privilege to know Mr. Spencer, and it is a pleasure to write about him. Many felt a personal loss in his death, but a multitude had reason to rejoice in his life. He was the soul of honor, justice, generosity and intelligent benevolence. His life seemed to be governed by three simple principles: conscience for his personal guidance, sympathy for his behavior toward the world, love for his intercourse with family and intimate friends. Not blessed with early advantages in mere cultivation, he appreciated fully, if not overmuch, the culture of others; while at the same time his natural gifts of humor and wisdom, aided by shrewd power of observation, made him the superior, in social intercourse, of most other men, however well-taught and well-read.

He was born at Perrysburg, N. Y., October 13, 1817. His father, Phineas Spencer, during Franklin's early years, lived at Gowanda, Cattaraugus county, N. Y., where he carried on a successful mercantile business, and gave the son such educational training as could be had at the village academy. Franklin, however, soon displayed the aptness for practical affairs which later made him a great merchant, and at an early age he entered his father's store, where, during seven or eight years, he devoted himself to its business with the energy and industry that marked his whole life. He had the "trading instinct" strongly implanted, and even in those immature years, made many ventures on his own account.

Phineas Spencer, some time "during the thirties," made a trip to the West, and in 1838 we find Franklin (just of age) paying a visit to Chicago. The town was then in the midst of its troubled infancy. In 1836 it had been the wildest scene of speculative excitement in that crazy inflation which culminated, a year later, in universal bankruptcy. It was a turbulent village of perhaps 3,000 inhabitants, living in scattered wooden

houses, clustered about the fort and strung along both sides of the river. No street numbering had yet been instituted; in fact the streets were mere country roads, impassable with mud when it rained, and almost equally intolerable with dust in dry weather.

Naturally the Spencers, father and son, found the fertile soil of the prairies more attractive than this straggling, struggling trading-post. They "entered a claim" in the famous Rock River valley, one of the garden spots of the West, and there Franklin spent some time in making good his pre-emption right by occupation and improvements.

Mr. Spencer used to tell an anecdote which illustrated both the wild manners of those early frontier times and, incidentally, the vigor with which he, so careful of the rights of others, could maintain his own. "Pre-emption claims" were marked off in the unsurveyed prairie by simply running a furrow around the tract claimed by each "pre-emptioner." Mr. Spencer had marked out his own and was getting ready to improve it, when one day a friend said to him:

"Bob * * * is plowing up a piece of your land."

Without a word Franklin walked deliberately to the place where the trespasser was at work, probably thinking himself safe from any move on the part of the young easterner except by the slow, uncertain means of an action at law. To the surprise of the intruder, the youth dealt one stout blow in maintenance of his rights; and to the surprise of Spencer only one blow was necessary. He was thenceforth unmolested in his claim; the offender doubtless knowing that before a jury of "pre-emptioners" a "claim jumper" would stand a poor chance in a suit for damages against a prior claimant.

In the following year Franklin was recalled to his eastern home by the death of his father, whose affairs were so involved that the son was forced to take on his young shoulders the

settlement of the father's estate; a task which occupied him for six years.

On March 20, 1843, Mr. Spencer married Rachel Gifford Macomber, daughter of Zebedee A. Macomber of Dartmouth, Mass., a union which proved to be one of the ideal marriages; being fraught with a happiness that knew no change nor shadow of turning through all the forty-four years of its duration.

Next followed an experience, trying in itself, yet full of value in its educational influence on the enterprising young beginner; an influence that tended as strongly, probably, as any other in his life, to give him a commanding position in western business; the position which he later achieved, and held in all its strength up to the day of his death. The experience in question was the life of a "commercial traveler," with a field of operation as great as the whole broad region of the Ohio and Mississippi valleys. Among his best customers were the Mormons, then established at Nauvoo, Hancock county, Illinois, on the bank of the Mississippi. With Joseph Smith, "the Prophet," he contracted a warm friendship.

Franklin's vigor of body, his versatility of mind, his aptness for trading, his ready adaptability to all the requirements of life in that vast, rude, new and growing young family of States, made that laborious and self-sacrificing calling profitable in its pursuit and most valuable in the mass of knowledge which it lodged in his mind for future use. His naturally fine memory grew to be phenomenal; his knowledge of men infallible, and his business foresight almost prophetic.

Under the circumstances, the young man's success was a matter of course; but the use he made of his prosperity was quite out of the common, in one respect at least, for though under no legal liability for certain unsettled claims against his father's estate, he paid them in full.

The characteristics so far sketched in Franklin Spencer's career lead us naturally

to its remarkable later history. They are untiring industry, great and varied enterprise, conspicuous ability, fearless defence of his own rights and scrupulous regard for the rights of others.

It was in 1856 that he took the step which identified him with Chicago and brought him within the scope of this history. Leaving the wandering business which had been so long his line of duty—a burdensome one, we may be sure, although profitable—he became first agent of, and then partner in, the great stove manufacturing firm of Jewett & Root, of Buffalo; the junior member whereof was his brother-in-law. He opened in Chicago a branch house for the sale of their wares, and this connection he kept up for ten years, achieving a great success, a success not surprising when we consider his advantages, for he knew personally the merchants of the entire West, and possessed their friendship, respect and confidence. To this invaluable possession he added his own energy and tact; and the result was that Jewett & Root almost monopolized the business in their line in that whole district of country. Their heaters warmed the sitting-rooms and their cook-stoves furnished the kitchens of thousands upon thousands of homes, the city mansion, the tavern, the railway station, the country store and farm-house and settlers' cabins innumerable.

During the time of Mr. Spencer's connection with Jewett & Root, the firm of Tuttle, Hibbard & Co. had been building up a large hardware business, and in 1865 he formed a partnership with William G. Hibbard, and with him bought out the last-named concern and continued the business (at the corner of Lake and State streets) under the firm name of Hibbard & Spencer. Their trade grew and prospered until, in the great fire of 1871, nearly every vestige of the store and stock went up in flames and smoke, leaving scarcely anything but ashes and formless relics to mark where it had stood. Even a precious little heap of the most valuable and portable articles, rescued from the store and piled up

in the open ground of Dearborn Park, shared the fate of the rest; for when, laboriously covered with sheet iron and guarded and watched by friends, it seemed safe from the falling shower of sparks, other merchants insisted on storing close by it large piles of tea-chests—most inflammable of goods—and these catching, the whole disappeared in one grand bonfire.

Twenty-four hours later Hibbard & Spencer had taken up temporary quarters at Mr. Hibbard's dwelling house, whither their books and papers were carried, and where they at once recommenced operations. This is said to have been the earliest renewal of mercantile business after the catastrophe. Soon afterward, by action of the city council, the space on Lake Front Park was leased (at nominal rentals) to such firms as were able and willing to build, most speedily, temporary sheds for the resumption of traffic, and again was this undaunted firm first in the field. They put up a frame building, one story high, between Washington and Randolph streets, and finished and moved into it within twenty days after the first nail was driven. By the middle of June, 1872, eight months after the fire, they had built and were occupying a handsome brick storehouse at 32 Lake street, the same lot which forms part of their great warehouse at this present writing.

Now began a career of growth and prosperity almost unparalleled, even in Chicago. On January 1, 1871, Mr. Adolphus C. Bartlett had entered the firm. In 1882 the business was incorporated under the name of Hibbard, Spencer, Bartlett & Co., Mr. Hibbard being president, Mr. Spencer vice-president and Mr. Bartlett secretary, which positions those gentlemen retained until Mr. Spencer's death, at which time the business had grown to be one of the two or three largest of its kind in the Union, and the five-story brick warehouse had taken in building after building, so that it occupies to-day a frontage on Lake street of some two hundred feet by one hundred and seventy-five feet in

depth extending along Wabash avenue. The variety of the articles included in the modern trade is very great, and the volume of yearly sales reaches well into the millions.

This success has not been gained by any doubtful methods. These men have passed through the ordeal "with no smell of fire on their garments." They staked their hopes of success on their adherence to the strictest integrity, the best standards of mercantile honor. Each of them has found time to cultivate the higher social interests, and to contribute, not only money, but personal service to public uses, charitable, reformatory, and educational enterprises.

Mr. Spencer was (with his wife) always identified with the First Presbyterian church, attending regularly its services and supporting liberally its charitable enterprises; but he did not delegate his benevolent work to the church or to any other organization. His life was a daily exemplification of charity in thought and deed. He was the good Samaritan who poured oil upon the wounds of the stricken traveler, not pausing to criticise or to inquire through whose fault he had fallen by the wayside. In all his relations he was kindly, sympathetic and generous. His purse was always in his hand. He was one of the few rich men whose gifts go beyond their mere uncounted and unimportant surplus, and make a serious and perceptible difference in the mass of their fortunes.

His employes loved him and came to him with their troubles for his advice and help. He recognized the weakness of poor humanity, and was never more gentle than when dealing with the fallen. Not only the deserving, but also the pitifully weak, found in him a friend who regarded their weakness as did, eighteen centuries ago, his Great Exemplar.

One of his nearest friends (perhaps the nearest), a man of world-wide acquaintance and experience, says of him:

"He was of strong vitality, ruddy, broad and virile, and a man of many sides too. He loved nature, her trees, fields and

flowers, and knew them well; and he loved his kind and was lavish in his benefactions to those who, helpless, appealed to his sympathy. He listened to the voice of culture, but his own intuitive perceptions often preceded her teachings. He was dominating and often illogical, but the right never suffered at his hands. A course chosen and proven he was inflexible in pursuing it, and his judgment was rarely at fault. He wore not his heart upon his sleeve, but all who knew him well loved him warmly. Of all the men I ever met, the one whom I should choose for companionship in a journey round the world would be Franklin Spencer.

"His wise, noble wife—a mother in Israel—always held highest place in his heart; he sought her clear, unerring counsel, allowed his natural impetuosity to be moulded by her calm touch, and delighted in the expression of his life long obligation to her wisdom and her love."

He loved flowers and gave them lavishly. He loved animals, especially dogs and horses. In earlier life he was fond of driving a good team about the country, his wife by his side. It is related that on one occasion, when well along in years, he saw a driver belaboring his horses, helplessly trying to drag their load out of the slough; and seizing a piece of board he knocked the human brute off the seat, and on his arising threatened to thrash him if he repeated his brutality.

Popular and respected as was Mr. Spencer,

he shrank from any suggestion looking toward public life. Even in social matters his instincts, though strong, were of the character which led him to seek their gratification in the gay and cordial circle of his family home, or in the informal intercourse with friends, rather than in large gatherings or in the luxuries of club-life.

Mrs. Spencer died March 18, 1887. Her husband, whose life had been bound up in hers, did not long survive her. He followed her to rest, after a short illness, on November 1st, 1890. Their remains lie side by side in the lovely cemetery of Graceland, and a beautiful memorial window in the church they had so long loved and honored serves to keep their memory green, if any such adventitious aid were needed.

Five children were born of that happy marriage, only two of whom survived their parents. They are Mrs. Augustus N. Eddy and Mrs. Arthur J. Caton, recognized ornaments of the best society in Chicago.

Here, then, is a typical western nineteenth century career. The Cattaraugus county store boy, by sheer pluck, industry, enterprise, ability and integrity, lives to become the Chicago capitalist, and dies lamented by all who knew him, the friend of every dependent, the benefactor of the poor, the honored head of a distinguished family.

JOHN H. MUHLKE.

The late John H. Muhlke was born in Germany, Nov. 23, 1826. He came to this country with his family, who immigrated in 1842, and soon afterwards took up their residence in Chicago. Here he married Miss Catharine C. Knust, established a home and business, and led a life of probity and piety. He was in all respects a self-made man, content to labor in the station where he found himself, with fidelity to his employers, without undue ambition, and yet developing a business tact, soundness of judgment, and practical sagacity, which brought him

into prominence in the business world, conferred upon him large responsibilities and made him a favorite with the citizens of Chicago, not only of his own nationality but American born as well, and made his demise, at the early age of fifty three years, felt as a public calamity. His life was a success as the world counts it, for his prudence and sagacity had brought him a large fortune, but it was a success in a higher sense, inasmuch as he was the head of a large and respectable family, and had given his best energies to the building up, in

Chicago, of the institutions of religion; and when death claimed him, he was administering one of the noblest charities, which his influence had been largely instrumental in establishing here.

Chicago counts upon her roll of departed benefactors some with more brilliant qualities, of more conspicuous social and political rank, but few, if any, possessing more sterling virtues, nor animated by a sincerer purpose, to make his life a blessing and a benediction to those who came within its influence.

His early scholastic opportunities were limited. He had only just passed out of childhood, when his family took up the role of emigrants and sought to better their condition amid the freer opportunities of the New World.

Reaching Chicago at the age of sixteen years, he was confronted with the necessity of self-support, with no trade and no special advantage for finding either employment or society. He was thrown like a waif, into the turmoil and competitions of a bustling city, where every one was intent only on forwarding his own interests. Fortune favored him in directing him into the family of Mr. Grant Goodrich, where he took employment and applied himself to the discharge of his duties with the stolid resolution characteristic of his race. Judge Goodrich was, at that time, a lawyer of large practice, a prominent politician, and, withal, a man of Christian profession and life. His wife was a lady of high character and accomplishments, and we may well suppose, that during the two or three years that the German lad remained in their household, he received incitements to industry and self-respect, if not from direct precept, from the unconscious influence which radiates from good people, especially when one is admitted to the inner circle where are cherished the domestic virtues. From the length of his stay with the family, we are warranted in concluding, that on his part there was sobriety and fidelity, and a fair degree of aptness and intelligence;

for on leaving the Goodrich home he found employment in a store kept by Mr. Isaac Strehl, on Clark street.

After a considerable time spent in the employment of Mr. Strehl, he obtained a still better position with the house of Hamlin, King & Co., where he spent several years and where he attained a fair insight into the dry goods and general business. With added experience he took a clerkship with a Mr. Bigelow, who was engaged in the dry goods trade. The affairs of his employer becoming embarrassed, Mr. Muhlke was appointed assignee to close up the business. By this time, he had developed not only good qualifications as a salesman, but the higher qualities of administration and trustworthiness. The wisdom of his selection was soon demonstrated by the affairs of the house being put into such a satisfactory condition that the assignee was able to make a settlement; and, a partnership having been formed with the brother and son of Mr. Bigelow, the new firm succeeded to the business on their own account about 1855. Thus, in ten years of steady application, he had learned the dry goods business and had placed himself at the head of a responsible house. Henceforth, his path was a comparatively easy one. With some means accumulated through ten years of industry and economy, with a reputation for fidelity and financial skill, and surrounded with appreciative friends, his affairs went on prosperously. He had some time before connected himself with St. Paul's Evangelical Lutheran church, composed of German-American families, of which he was, for twenty-five years and until his death, the secretary. The church was dear to him, and, with his business and family, engrossed nearly all the energies of his life. Mr. Muhlke was, in politics, always an ardent Republican. He was a member of the State constitutional convention in 1862, in company with John Wentworth, Elliott Anthony and Melville W. Fuller, now chief justice of the United States, all being duly elected delegates representing Cook county.

Among his German friends was Mr. Carl H. Uhlich, a man of large property, who through unmethodical business habits, had become embarrassed and seemed about to be involved in bankruptcy. Mr. Muhlke, having already shown his ability in straightening out a tangled estate, took hold of Mr. Uhlich's affairs and managed them with so much skill that the latter was soon extricated from his embarrassment, although he retained his friend in his service, being loath to part with the aid of one who had done him so great a service. Upon the death of Mr. Uhlich, a few years later, Mr. Muhlke was found to be a beneficiary under his will. So fidelity is sometimes rewarded, even in this ungrateful world.

Mr. Uhlich had, during his lifetime, given a number of lots on south La Salle street to St. Paul's church, as a site for an orphan asylum, which the members of the church desired to add to their charities, but for which, under the stress of having to re-build their church which was destroyed in the great fire, they were unable to raise the requisite funds. Mr. Muhlke, both as a sympathizer in the desires of his friend, as well as being prompted by his own benevolent in-

stincts, took hold of the enterprise and succeeded in inducing the Relief and Aid society to appropriate \$20,000 from its funds for the erection of an asylum building. Under Mr. Muhlke's efficient management, the Uhlich Orphan Asylum was erected and put in operation, Mr. Muhlke becoming its president and devoting to its management much of his time and thought. Under his care it has become an exceedingly useful charity.

To such a man, devoted to a life of piety and benevolence, death never comes to find him unprepared. It comes at any time all too soon, when it deprives society of one of its most stable supporters. At the age of fifty-three, while yet in possession of the ripe faculties of mature life, beloved by the community, almost idolized in his family circle, on the 26th of August, 1879, his life's work closed.

Mrs. Muhlke survived him with eight children, some of them already themselves heads of families. They were Louisa, wife of Jacob H. Tiedemann; Anna, now Mrs. Philip Henrici; Henry C.; George F.; Joseph H.; Katie C., wife of Charles J. Harpel; Walter G. and Adelaide A. Muhlke.

JOHN FREDERICK EBERHART.

In sketching the life of one who has impressed himself by his versatile gifts upon the passing generation, one is pleased to find the unusual union of high philanthropic ends, with such practical qualities as have made him a successful man of business. However rare may be such a combination of qualities, that they are not altogether incompatible, is illustrated in the career of Mr. John F. Eberhart, which is now to be reviewed.

One who should meet him in his business office in one of the busiest hives of this seething city, the walls adorned with plats of city lots and suburban tracts, and listen to the persuasive speech of a dealer in real estate,

would conclude that the proprietor was a leading one of a class of acute and fluent dealers who have thrived out of the phenomenal rise in values which the growth of the city has created; and he would judge correctly, for he has for many years made real estate a study and an occupation, and has built up out of prudent and judicious dealing in realty a great private fortune. There are many instances of men who by reason of the early possession of considerable tracts of land in and near the city, have found themselves rich by the mere advance in the value of their property. There are others who, in speculative times, have boldly seized the opportunity, and in a few fortunate specula-

lations achieved sudden and substantial wealth. Still others, with equal boldness, have entered the speculative field and found themselves, by a change of times, stranded with unsalable property, rapidly consumed by the pressure of unpaid purchase money and insatiable mortgages. But the real estate man who, without the possession of low-priced lands, demanded by the advancing limits of population, without loading himself with obligations, which with a change of the condition of the market may crush him, and sharing in no sudden and ephemeral speculation, in a long course of dealing reaps the legitimate profits which come from prudence, good judgment, and a wise consideration of the elements of value, is rarely to be met with in the throng of dealers who crowd the market.

Turning from the business side of the career, we shall find a life consecrated in early manhood to the teacher's vocation, but, freed by unforeseen circumstances from the narrow limits of the school room, moving in a wider channel, impressing itself upon the institutions of a rising community with beneficial results, and bringing to him who has led it a place among the real benefactors of the city and region of his habitation.

Mr. Eberhart was born in Hickory township, Mercer county, Pa., on the 21st of January, 1829. His parents were Abraham and Esther (Amend) Eberhart. His father was a farmer in humble circumstances, who diversified his rural occupation with lumbering in the wooded regions which surrounded his home, first in Mercer and afterwards in Venango county on the Allegheny river. The lad was inured in boyhood to the occupation which his father pursued, though permitted attendance upon the neighborhood school. He early learned the lesson of self-dependence, realizing that if he attained a better education than was open to the farmer's son, it must be won by his own exertions. At the age of sixteen years he made a commencement in teaching school. It was in a rural district in what was afterwards

the oil district of Pennsylvania, and at very trifling wages. The succeeding summer was improved by taking lessons in penmanship, which in turn he taught in the neighboring villages. By his own exertions he obtained the means to pay the expense of two terms at the academy at Ellsworth, Ohio, and was enabled to enter Allegheny college, Meadville, Pa., in the spring of 1849. His college expenses were covered by work in the harvest fields and by teaching during vacations. Notwithstanding the interruptions which the necessity of earning his way occasioned, he kept up with the class and was enabled to graduate in due course in 1853. The necessities of his situation had developed great muscular strength, which the subsequent confinement of the school room was illy calculated to support.

In September following his graduation he became principal of Albright Seminary at Berlin, Penn. He entered upon his work with zeal, and prosecuted it with laborious assiduity, resolving to make teaching his vocation. The confinement of the school-room, with the unsparing labor which he devoted to his work, though it made the institution flourish, told upon his health, so that at the close of his second year, he was obliged to resign. Physicians advised him that the term of his life had nearly expired, naming three or six months as its probable limit. He determined to try the effect of change of residence and rest, in a desperate effort to regain his health. He came west, arriving in Chicago, April 15, 1855. After a short stay he visited Dixon, Ill., where change of climate and cessation from labor soon put him on the road to recovery. With returning strength, he engaged for a time in editorial work; but this proving unsatisfactory, he engaged during the winter in delivering courses of scientific lectures before various institutions of learning, which, illustrated with experiments, became popular. He also engaged as a representative of leading publishing houses in traveling. This proving distasteful, after a year, with renewed strength

and recruited energies, he came to Chicago, and established the North Western Home and School Journal which he both edited and published for three years. During the same period he spent much time in establishing and conducting teachers' institutes throughout the States of Illinois, Iowa and Wisconsin, lecturing the while on educational topics. This work proved agreeable and yielded much valuable experience, and brought him into contact with the leading educators of those States.

In 1859 Mr. Eberhart was elected school commissioner of Cook county. The office had been but little more than a clerical one, confined to the distribution of the school fund and attention to the business relations of the public schools. Through the efforts of the commissioner, aided by those of the State superintendent, the scope of the office was enlarged to comprehend the duties of superintendent of county schools. Mr. Eberhart brought zeal inspired by his knowledge of the needs of the public schools into his work with such effect, that soon the entire system was transformed. He visited the schools, conferred personally with teachers and directors, organized the Cook County Teachers' Institute, and inspired interest in their work in all connected with the conduct of the public schools. He continued in this work for ten years. It soon became apparent that the greatest need of the public schools was competent and properly trained teachers. There was no organized system of supplying them. The superintendent applied himself to supply this want, advocating the establishment of a County Normal school. For a long time he labored in vain, but the seed sown by persistent effort at last vegetated, and the supervisors in 1867 made the necessary appropriation, and the school was opened at Blue Island, with the late D. S. Wentworth as principal. There were at its opening thirty-two pupils in attendance. Mr. Eberhart gave to the school much thought and care, and had the gratification of seeing it become a recognized adjunct of the public

school system. It was afterwards removed to Normal Park, where it continues to prosper, having pupils from other counties and distant States.

In many other directions Mr. Eberhart's labors were productive of great benefit to popular education. Besides establishing teacher's institutes, he stimulated the introduction of district school libraries, the adoption of the union graded system of schools, and the securing of needed amendments to the school laws of the State.

He was one of the organizers of the Illinois State Teachers' Association, assisted in founding the State Normal University at Bloomington, and to his special efforts may be attributed the passage by the State legislature of the act authorizing counties to establish normal schools. He was the principal mover in the formation of the State association of county superintendents, and was its first president. He was also an early member of the American Institute of Instruction, and one of the first life members of the National Teachers' Association. As president of the Cook County board of education, he was the means of introducing the kindergarten system into the Cook County Normal school; and also aided in establishing the "free kindergarten" schools in the city. At various times in his life he has declined important professorships, as well as the president's chair in prominent institutions of learning, believing his health not suited for that kind of educational work.

Enough has been said to show that the life under consideration has been animated by high motives of philanthropy, and that they have been expended, not in aimless thrusts at evils and abuses in society, but in tangible and practical efforts to raise the standard of public instruction, which is the real bulwark of our republican institutions.

Mr. Eberhart has in his political action affiliated with the Republican party, but with no narrow partisan attachment. He was brought up in the Methodist church, but

has accepted broader theological views than are usually entertained by strict sectarians. He is a member of the People's church, whose brilliant pastor, Rev Dr. H. W. Thomas, was formerly his pupil, and who is one of his closest personal friends.

Mr. Eberhart was married on Christmas evening, 1864, to Miss Matilda Charity Miller, daughter of the late Joseph C. Miller of Chicago, who came to this country from Toronto, Canada, when she was a year old. She is a lady of refinement and intelligence, who worthily assists her husband in his charitable work. They have four living children, the oldest of whom, John J. Eberhart, is his father's partner in business.

At the age of sixty-four years Mr. Eberhart is still an active man of affairs, showing none of the weakness which in early life

drove him from a secluded life at the East into a broader and more diversified life at the West. He is tall, erect and dignified in his bearing, and singularly cordial and engaging in his intercourse. In conversation he rises above the commonplaces which occupy so much of the intercourse of life. He is interested in a high range of topics, having been a scholar, as well as an acute observer. He has traveled extensively over the country, which has given him a rich store of incidents. He is an interesting public speaker, a naturalist of no mean acquirements, and a metaphysician.

His high business standing, his genial and cordial manners, and above all the noble aims of his life have attached to him many friends and secured the confidence and respect of the community.

HENRY M. WILMARTH.

Henry M. Wilmarth was born in Newport, New Hampshire, January 25, 1836. His great grandfather was identified with the early history of that town, he being one of the first nine who made a home in this picturesque valley. His father passed there a long and useful life, engaged in agriculture and manufactures, and serving town and county in various positions of public trust.

His mother, Lucy Cheney Wilmarth, was a lady of rare refinement and gentleness of manner.

The environment and early training of Mr. Wilmarth's youth tended to foster the sterner virtues of industry, faithfulness, integrity and self-reliance.

The general New England atmosphere of Puritanism was softened in the home by acceptance of a more comprehensive philosophy, but there was no relaxing from Puritan standards of character—Puritan honesty of thought and purpose, dauntlessness in the face of difficulty, the thrift which exigency made indispensable for success, steadfastness and sincerity.

Mr. Wilmarth came to Chicago in 1856, a young man of twenty. In the strange city he had neither friends nor influence. He brought no resources but his youth, his health, his character and purpose. Glad to take the first honorable employment he could secure, he found a humble position in the gas fitting establishment of Gerould Brothers, where his abilities secured steady advancement.

In 1858, the sole remaining partner in the firm died. Mr. Wilmarth was appointed administrator of his estate and succeeded to the business.

Such was his reputation even then for uprightness and sagacity he had no difficulty in securing bondsmen for ten times the small capital of \$2,000 he had saved from his salary. In 1862, he was joined by his brother Thomas W. Wilmarth, who was admitted to the firm some years later and still continues the business under the name of the T. W. Wilmarth Company.

Upon the organization of the First National Bank of Chicago in 1863, Mr. Wil-

marth became one of the original stockholders, and held a directorship from an early period in its existence during the remainder of his life. This institution was the first one established in Chicago under the national banking law and began with the moderate capital of \$100,000. Its affairs have been so prudently and intelligently managed that it had become during Mr. Wilmarth's lifetime the largest bank not only in Chicago, but also in the entire national system. Upon the occasion of Mr. Wilmarth's death, the board of directors, his associates in the management of the bank, expressed their "appreciation of his long and faithful service," and recorded their recognition of "the high integrity and clear appreciation of principle which marked every act and word in this relationship."

When the Presbyterian church arraigned the Reverend David Swing for heterodoxy, Mr. Wilmarth was one of the guarantors who insured provision for his continued ministry.

Mr. Wilmarth married Mary J. Hawes, of New Bedford, Massachusetts, May 21, 1861, who, with two daughters, Stella and Anna H., survived him. He died February 27, 1885. His daughter Stella died the following September.

By temperament disinclined to public life, reserved in manner, reticent with strangers, only friends knew the richness of this nature; how genial in intimacy, how humorous and responsive in companionship, how faithful in friendship, how provident for those dependent upon his care, how humane, refined, and high-minded.

What the public did see and respect was, the self-contained honorable man of business, whose word was unimpeachable, whose fidelity was unquestioned, whose judgment of men and affairs was instinctive, one who had attained, by imitable methods, a competence which he neither hoarded with avarice nor scattered with prodigal ostentation, but enjoyed reasonably, dispensed providently and shared generously.

GEO. M. BOGUE.

George Marquis Bogue is a native of Norfolk, St. Lawrence county, New York, where he was born January 21, 1842, and lived until he had reached the age of fourteen years. His parents were Warren Steuben and Sally (Underwood) Bogue. The former was a lineal descendant of John Bogue, who came to America from Glasgow, Scotland, in 1680 and settled among the "Connecticut Colony" at East Haddam, now known as Hadlyme. Mr. Bogue's paternal grandfather, Samuel Cooke Bogue, was a revolutionary soldier, and his mother was a descendant of Francis Cooke of the Plymouth colony, who came to America on the Mayflower.

Warren Bogue was born at Georgia, Vermont, in the year 1800, but removed while yet a young man to St. Lawrence county, New York, where, as has been said, George M.

Bogue was born. In 1856, when he was in his fifteenth year, he came to Chicago to join his brothers Hamilton B. and Curtiss, who had preceded him by several years. He reached Chicago in August, 1856, and attended the public school until the following spring, when he found employment in the freight office of the Merchants' Despatch, of which concern his brother, Hamilton B. Bogue, was the Chicago agent for many years.

In this employment George M. continued until April, 1859, when he returned to New York State and entered the Cayuga Lake Academy, at Aurora. After finishing his studies at that institution, he re-entered the employ of the Merchants' Dispatch, in July, 1861, and continued in that capacity until he resigned his position and entered the land department of the Illinois Central railroad company, where he remained until October,

1867. In that month he abandoned the railway service and entered the real estate business, to which he has given attention ever since.

For many years the business was conducted in the name of George M. Bogue, but in January, 1882, the firm of Bogue & Hoyt was organized—Messrs. George M. and Hamilton B. Bogue and Henry W. Hoyt being the partners. This partnership continued in existence until it was terminated by the death of Captain Hoyt in February, 1891, when the firm was reorganized as Bogue & Co., consisting of George M. Bogue, Hamilton B. Bogue and Harry W. Christian.

Mr. Bogue has held many offices of responsibility and trust, and for many years took an active part in politics. He was a member of the board of county commissioners of Cook county from 1872 to 1874, a member of the legislature during the sessions of 1875 and 1876, and a delegate to the National Republican convention, held at Cincinnati in 1876. In 1877 Governor Cullom appointed him a member of the board of railroad and warehouse commissioners for the State of Illinois, which position he held until he resigned, in December, 1882; although, at the request of Governor Cullom, he continued on the board until February, 1883.

The issues which had aroused such bitter antagonism between the State and the railroad companies following the passage of what was known as the "Granger Laws," were all adjudicated by the court of last resort very soon after Mr. Bogue entered upon his duties as railroad and warehouse commissioner. Thereupon the board, at Mr. Bogue's suggestion, notified the railways that the State was ready to take up the adjustment of all controverted questions in a spirit of fairness and pass upon them without further litigation; but that if the common carriers continued to violate the law they would be prosecuted to the bitter end. After a time the roads acquiesced, and during Mr. Bogue's term of service every question was

amicably adjusted, all the companies accepting the schedules fixed by the commission.

In January, 1883, Mr. Bogue was unanimously elected arbitrator of the western railroad pools, then known as the Southwestern Traffic Association, the Colorado Traffic Association, the Northwestern Traffic Association, and the Central Iowa Traffic Association.

That the interests involved were immense is shown by the following list of members: Chicago and Alton; Chicago, Burlington and Quincy; Chicago, Milwaukee and St. Paul; Chicago and Northwestern; Chicago, Rock Island and Pacific; Chicago, St. Paul, Minneapolis and Omaha; Hannibal and St. Joseph, Kansas City, St. Joe and Council Bluffs; Minneapolis and St. Louis; Missouri Pacific; Rock Island and Peoria; and the Wabash, St. Louis and Pacific. All the vast and intricate business incident to Mr. Bogue's duties as arbitrator between these powerful and aggressive railways was performed to the satisfaction of all, and not once was an appeal taken from an award made by him. When, in 1887, he resigned that he might devote his time exclusively to his rapidly growing realty business, there was universal regret among the railway men.

In 1889, he was the vice-president of the Chicago Real Estate Board, and later was unanimously elected president of that body. For the two years following the expiration of his term as president, he was chairman of the valuation committee, and for the next two years held the same position on the committee on public service.

Notwithstanding the constant demands of business on Mr. Bogue's time and attention, he has taken great interest in the charitable and educational work of the city. He was connected with the Presbyterian Hospital for many years after its foundation, and for five years was president of its board of managers. He was also a member of the board of trustees of the Lake Forest University, and of the executive committee of the Pres-

byterian League of Chicago. He was also a member of the board of managers of the Home for Incurables. He has been a trustee of the Hyde Park Presbyterian church for some thirty years, and was for some ten years president of the board.

Mr. Bogue organized the Mutual Fuel Gas Company of this city, and was its president for four years. He is a member of the Union League, the Chicago, and new Athletic clubs.

As president of the real estate board, Mr. Bogue was placed on several of the citizens' committees, which were appointed to secure the location of the World's Exposition for 1892 in Chicago; as president he also served

on the general committee appointed to promote the legislation which eventuated in the adoption of the drainage or sanitary law. Mr. Bogue is considered probably the best presiding officer in the board, and he is certainly one of its most popular members, as he reckons among his friends nearly every man engaged in the business.

Mr. Bogue was married, on January 26, 1871, at Hyde Park, to Miss Catharine M. Van Doren, daughter of A. B. Van Doren of that place. They have had six children. Three died in infancy, and three—Franklin Ackerman, Ruth Van Doren and George Marquis—are living.

JOHN NEWTON GAGE.

The late John N. Gage, one of Chicago's leading merchants, was born at Pelham, New Hampshire, May 30, 1825. For several generations his ancestors had been among the sturdy yeomanry of New England. Both his grandfathers, Gage and Woodbury, served in the war of the revolution. His father was a farmer, who, according to the custom of the time, brought up his sons to labor, but allowed them to attend school during the winters. In rural life the lad grew to manhood, with habits of industry and economy, and acquired a good English education. As he came to maturity a desire to better his condition impelled him to forsake the life which his forefathers had led in the seclusion of their inland country homes, and at the age of eighteen he obtained employment in a cotton mill in Waltham, Mass. He was ambitious to improve his mind as well as to obtain a knowledge of the manufacturing business, and took the opportunity which

the town afforded to attend lectures and apply himself to special studies. He acquired among other arts a practical knowledge of book-keeping, which perhaps led him at a later period to enter a mercantile life. During the fourteen years that young Gage spent in the factory at Waltham, he passed through all grades of promotion that mill life afforded, until he became overseer of the works. When he had been six years at the factory, he felt able to take upon himself the responsibility of a family. On the 15th of December, 1849, he married Miss Martha Webster, who was a native of the same New Hampshire town with himself. Eight years later he decided to try a new field of enterprise. Before leaving Waltham he had established such cordial relations with all with whom he had been associated that they united in presenting to him a valuable watch and chain, as a token of their esteem and a memento of friendship gained through years of associa-

tion in the common life of a factory town. He left his friends and associates with the most sincere regret, but the same impulse which had led him to abandon the farm now urged him to a wider field and more enlarged enterprise.

He came to Chicago in the spring of 1857, and in connection with C. C. and D. Webster established the firm of Webster & Gage. The business entered upon was that of wholesale dealers in millinery and fancy goods. A store was opened at No. 114 Lake street, and stocked with goods purchased with the earnings of many years of steady and laborious industry. The business had been established but a few months, when, on the 19th of October, of the year of their arrival in Chicago, the store, with its stock of goods, was destroyed by fire. The blow was a staggering one, for the firm lost all the capital which they had brought with them. Though disheartened, the young merchants were not dismayed. They soon re-established their business, having the credit which industry and integrity always bring. They had imbibed, with the broader and freer life of the West, that indomitable spirit of enterprise which has characterized the people of Chicago and enabled them to build up a metropolis whose record is unequaled by that of any other American city.

The business prospered under prudent and sagacious management, and the enterprising partners gained a high standing in the business circles of the city. They brought to the conduct of the business that fairness and care for the interest of their customers which enabled them to consult as well the advantage of the buyer as that of the seller, so that trade became mutually advantageous. In 1870 the style of the firm was changed to that of Gage Brothers & Co., Mr. Webster retiring, and Seth and Albert S. Gage, a brother and nephew of the senior proprietor being admitted. A second time disaster overtook the business, in the destruction of the store and stock of the great fire of 1871. The experience in the past now stood the

subject of our sketch in good stead, and the insurance, which was ample, had been chosen with such care and judgment that it paid eighty-five cents on the dollar, a phenomenal record in that unparalleled disaster, and the firm was enabled to pay all its indebtedness and resume active business ten days later in new quarters taken immediately in the residence district and fitted for their requirements in that short time.

For the next fourteen years the business went on with unvarying success. In 1870, immediately after graduation from the Chicago High School, a son of Mr. John Gage became connected with it, and, with growing experience and successful application, manifested ability to direct its operations, enabling Mr. Gage, Senior, to give his personal attention more to his now large estate and less to its affairs, and in 1881 to retire entirely, the business continuing, however, under the same name and style until 1885, when the son also severed his connection and engaged in other business.

Mr. Gage established a character for business honor and integrity. While attentive to his business, and thoroughly engrossed in its manifold details, he was not unmindful of the duties which society and citizenship imposed upon him. He was kind, considerate and helpful to the poor and unfortunate, not only in extending pecuniary aid in cases of need, but in entering into their lives with the sympathy and personal help, which the claims of a common humanity exact from kind and generous souls.

Mr. Gage was connected with St. Paul's Universalist church, in whose welfare and work of religion and charity he was an active worker, and of which his son is now a trustee.

His death occurred June 11, 1887. He was mourned not only by his surviving family, but by all who had the privilege of being associated with him, and not least by the poor and unfortunate who had been sharers in his kindness and bounty, and who looked upon him as a friend indeed.

CAPTAIN CHARLES HARDING.

The late Captain Harding was one of the founders of the carrying trade on the lakes, and for more than twenty years he was master of vessels sailing between Chicago and Buffalo, and intermediate ports, and was himself builder and owner of craft that navigated the lakes. In the earliest period of the city's history, before railroads had extended their lines into the West, lake navigation was the most important element in building up the trade of the city, and in this department Captain Harding contributed much to facilitating the transportation of the produce of the West to eastern markets, and in the bringing from the East the vast supplies of merchandise that her growing trade with the western country required. He was himself a son of the sea, having for father a navigator of the ocean, and having from his boyhood been bred a sailor.

Captain Harding was born at Gorham, near Portland, Maine, in 1816. He was a son of Captain Robert Harding, who was a master of merchant vessels, and who lost his life in the Baltic when his son was eight years old. The lad determining to follow his father's calling, and perhaps fascinated with tales of the sea—which in the region of his home were the staple of conversation by the fireside, and in public gatherings—at the age of thirteen years shipped on a merchant vessel. For the next seven years he was almost constantly afloat, and visited far distant ports in many parts of the world.

In 1836 he came to Chicago, where he was offered the position of mate on a grain carrying vessel on the lakes, and before he became twenty-one he was master of the vessel. For the next ten years he followed the lakes in command of various vessels—the brig Belle, and others—sailing between Chicago and Buffalo. In 1846 he superintended the building of the bark Utica at Milwaukee, and when she was launched took the command. His mate was Henry G. Wheeler, a

young man from Geneva Lake, Wisconsin, who, after sailing two years with Captain Harding, unfortunately was lost off the bark. The following year Captain Harding married Miss Jane E. Wheeler, a sister of his former officer. Mrs. Harding is a daughter of Obadiah Wheeler, and was a native of New Haven, Connecticut, but living with her family at Geneva Lake, Wisconsin, at the time of her marriage.

In 1852 Captain Harding became interested with L. P. Hilliard in the purchase of the C. P. Blair, and ran her in the grain trade for the next three years. Then he went into the service of the Board of Underwriters, and superintended the building of the wrecking tug N. P. Dorr. The vessel was lost through a collision before she reached Chicago, and another similar one—the Salvor—was built, upon the completion of which he took command and remained in charge of her for the next two years in the service of the board.

Having now been twenty-eight years afloat upon the lakes, and for twenty-one years with little cessation, he felt an inclination to retire from a sea-faring life. In 1857 he formed a partnership with Mr. G. M. Hall, and opened a store in Chicago on South Water street, in the shipchandlery business, which he conducted for the next five years, and until he was compelled to retire from active business in consequence of a serious accident that befell him.

In September, 1862, he accompanied some gentlemen who had been invited to inspect a new reefing apparatus on a schooner. While on their way out on the tug boat Union, her boiler exploded, killing three persons and seriously injuring a number of others, among whom was Captain Harding. He was confined to his bed for five months, and was obliged to use crutches for two years. He never resumed active pursuits, being content to rest in the snug harbor of his home—a

quiet retreat on Chestnut street. He gave attention to his private affairs, having accumulated a comfortable fortune in his various ventures by sea and land, and still retaining interests in vessels. He was a sociable and companionable man, having acquaintance and friendly relations with all the old skippers that he had known throughout the years of his life.

Captain Harding was an attendant, with his family, at the Westminster Presbyterian church until Dr. Swing's withdrawal, when the family became identified with Grace Methodist church.

He was a staunch Republican in politics, and found congenial social relations in the Masonic fraternity. He was a charter and life member of Kilwinning Lodge A. F. and A. M.

He was a hale, sturdy, honest and plain-

spoken man, attached to his family and home, and numbering among his friends all the sea-going people, and many of the most reputable landmen besides. In the wanderings of his last sickness his mind seemed to revert to the early seafaring life, and his language was unconsciously framed in the dialect of the sea.

He told his pastor of having passed a "squally night," and anticipating a "dirty day." "I'm afraid I can't weather it out." As the end of his voyage approached he spoke of "crossing the bay," and added that he "believed he should reach the shore." He crossed the dark waters, and cast anchor on the other side, on the 15th of July, 1883.

Mrs. Harding, who had no children, survived him, and still occupies the home in Chicago, cherishing the fond memory of her stalwart and beloved sailor husband.

TIMOTHY B. BLACKSTONE.

When the accomplished gentleman who occupies the position of president of the Chicago & Alton railroad company came to Illinois in 1851, a sturdy and self-reliant young man of twenty-two years of age, his possessions consisted of a set of engineer's instruments. These, with the opportunities which the era of railroad construction then opening in the West offered, with the skill which his energetic nature supplied, and a training in civil engineering gained in the field supplemented by diligent study, enabled him to achieve, through a long course of faithful labor, eminence in the profession, fortune, and a high social position among the gifted and influential men of the time.

In 1620 William Blackstone, an English missionary, purchased of the Indians a tract of land on Massachusetts Bay, a part of which is now known as Boston Common. In 1638 his son purchased a farm in what is now the town of Branford, Connecticut. On this farm, which has passed from father to eldest son in the Blackstone

family for more than 250 years, T. B. Blackstone, a younger son, was born March 28, 1829. He received a common school education, supplemented by a course at a neighboring academy, and at eighteen years of age left home, and assumed the burden of self-support with a brave heart and dauntless spirit. He was content to begin the ascent of life's ladder at the bottom, and to climb its successive rounds by slow and toilsome steps. Joining an engineering corps employed on the New York and New Haven railroad, he took the position of rodman, but soon gained promotion, and at the end of the year was employed as assistant engineer on the Stockbridge and Pittsfield railroad. While employed in that practical work, he was diligently studying the science of the profession with such application that in 1851, after having served an apprenticeship of four years behind the theodolite, he was sought to take a responsible engineering position in Illinois.

When coming to the State his employ-

ment was upon the Illinois Central railroad, upon which Roswell B. Mason was chief engineer. To Mr. Blackstone was entrusted the surveys, location and superintendence of the construction of the division from Bloomington to Dixon, with headquarters at La Salle. This employment lasted for four years, until the completion of the main line of the road.

This work off his hands, he was appointed chief engineer of the Joliet & Chicago railroad, in which he also took a financial interest. He supervised the location and construction of the road, and after its completion was elected president of the corporation. In January, 1864, the Joliet and Chicago line was leased in perpetuity to the Chicago & Alton railroad company. He was at once made a member of the board of directors of this company, and in April of that year was elected its president. It is now thirty years since Mr. Blackstone assumed the presidency of this great railway corporation, and he still remains at its head. What changes have occurred, what improvements in railway management have been made! Whatever invention or appliance has been introduced to improve the service and heighten the efficiency of the railroad has been put upon it by his direction. It has held its own against all competition. It furnishes the most direct route between Chicago and its Western terminals, at St. Louis and Kansas City, and does an immense traffic. Its financial manage-

ment has been so systematic and conservative, that its stock is a favorite investment, and bears the highest quotations in the market. The success it has attained attests the skill and fidelity which its president has brought to the administration of its interests.

While Mr. Blackstone has made railroad construction and management the work of his life, he has been interested in many enterprises connected with the commercial supremacy of Chicago, notably with the building up and development of the Stock Yards. Of this company he was one of the original incorporators, and was its president from 1864 to 1866.

He is a dignified and courtly gentleman, and when released from the cares which his responsible position involves, enters into the enjoyment and contributes to the interest of the highest circles of social life. In 1866 he married Miss Isabella, daughter of Mr. Henry B. Norton, of Norwich, Conn.

His domestic life is one of elegance and refinement. Mrs. Blackstone is a lady of culture, a patron of art, and a leader in charitable enterprises. She was one of the founders of the Society of Decorative Art, and for many years one of its directors.

Among the notable citizens of Chicago who have seized the elements of her prosperity and moulded and directed them into channels of the highest efficiency, few have done more than Mr. Blackstone.

WILLIAM M. DERBY.

William M. Derby was born in 1824, near the northern boundary line of the State of New York, and was the oldest son of a large family. He left home when a mere lad, being only fourteen years of age, and went to work for a retired British officer in Canada, at a salary of seven dollars a month. Notwithstanding his youth, the task assigned him was that of general superintendent of a large farm, which he continued to manage and develop until he was twenty years of age.

What money he accumulated for himself outside of his salary was obtained from the manufacture of ox-yokes, bows and pungs (a pung being a kind of cheap sleigh), for which he always found a ready sale. All these he made in the long winter evenings, being aided by farm hands, who were for the most part French Canadians. Through his work upon the farm he acquired a thorough knowledge of wood-craft, and soon became an expert in the hewing of large timbers for

frames and other heavy construction. He was a leader at raisings, and took a foremost part in the athletic games which invariably followed such gatherings. Such was his strength and skill as a wrestler, that throughout that section of the country he was conceded the championship, having never been thrown in a formal contest.

His knowledge of construction soon caused him to tire of farming, and at the age of twenty years he undertook bridge building on the Saint Francis river, across which stream he erected several substantial structures. Feeling the necessity of a better mathematical education, he again entered school, even at this advanced period of his life, and after completing a course in higher mathematics, removed to Lancaster, Mass., where he carried on the business of a contractor and builder. Returning to Canada each winter, he traveled through what was called the "French country," where he bought French-Canadian horses, and took them, unaided, to Lancaster, where they were highly prized for their speed and endurance. These were long drives, through the dead of winter, and the task called for courage as well as strength.

From Lancaster he moved to Worcester, Mass., where he started in business as a contractor, and where, in 1855 and 1856, he erected one or two large buildings, besides Flagg's Block, which at that time was the finest structure in the city, and several large paper mills in the surrounding country. From Worcester he came West, taking up his residence in Chicago in 1857. One of his first contracts was for the construction of a court house at Geneva, Ill. He soon established business relations with the Illinois Central railroad, building the breakwater from Twelfth street south, besides warehouses and stations along the line of the railroad, the largest now standing being that at Cairo.

Through his connection with the Illinois Central company he became a warm personal friend of General George B. McClellan, after-

wards commander of the Army of the Potomac; under whose direction much of his work for the company was done.

Later he turned his attention to lending money and purchasing real estate, and there are a number of subdivisions that bear his name. At the time he commenced purchasing land, Michigan avenue did not extend south of Thirty-ninth street; he opened it through to Sixty-third street, doing a large portion of the grading himself. He reaped a golden harvest from his investments, and was always a firm believer in the appreciating value of Chicago realty. Prior to the great fire he built, at different times, at Eighteenth street and Michigan avenue, two large residences, and in 1878 his handsome home on the northeast corner of these streets became the first club-house of the Calumet club, of which he was one of the earliest members.

In 1870, Mr. Derby became a life member of the Chicago Historical Society, and was also identified with the First Unitarian Society.

He was a plain, unpretentious man, possessing sound judgment, unswerving integrity and great energy. As a result of his labors he acquired a large fortune, the bulk of which he distributed prior to his death.

One of his characteristics was a love of horses, and during the days when Dexter Park was in its glory he owned some of the fleetest trotters in the city. In the earlier years, when one of the State fairs was likely to fall through for want of funds, he personally assumed its management, opening a track on John Wentworth's farm, where, with Mr. Wentworth as one of the judges, was conducted one of the most successful race meetings which had been held up to that time. He was a keen and critical judge of horses, and for a number of years prior to his death acted as a judge at the State fairs held at Chicago. He was an early advocate of the south side park system, and was unofficially the first treasurer of the organization which controlled it.

After coming to Chicago Mr. Derby mar-

ried, in 1858, Miss Frances Wood, of Worcester, Massachusetts. She was a daughter of Jonathan Wood of that city, and on her mother's side was connected with the Stiles family, members of which bore a distinguished part in the revolutionary war, and participated in the battle of Bunker Hill.

Mr. Derby died on the sixth day of December, 1892, at the age of sixty-eight years and eleven months. Mr. and Mrs. Derby had three children: Mrs. Gertrude S. Walker, Mrs. Frances D. Cleave and William M. Derby, Jr., all of whom, with Mrs. Derby, survive, and are residents of Chicago.

FRANK NEWTON GAGE.

The biographies appearing in this publication, illustrating the growth and progress of the city of Chicago, are largely those of early settlers or of the founders of great business enterprises, or of leaders in public life or in professional avocations. Such men through the circumstances of their coming, or the period of their connection with affairs, possess a certain factitious advantage quite apart from their individual and intrinsic characters. Those following them, while they may possess equal or greater endowments, are in a measure overshadowed by the veneration in which men hold their elders, and are quite submerged in the vaster multitudes, who, in a great city, compete with one another for prominence, crowding every avenue of business and filling every opening for fame. Nevertheless, the life of the city cannot be adequately illustrated without taking into account those who have taken up the work of their fathers, and carried it on with success quite equal to and often exceeding theirs.

Mr. Frank N. Gage, whose life is now to be briefly sketched, belongs to the second generation of Chicago's business men. He is a product of her schools. His business training was in her marts. He entered into a business already established, and inherited a fortune already amassed. The industry and ability which he brought to the management under conditions of greater competition, and beset by more destructive influences, may not have the scenic interest of those which surrounded the founder, while they may be quite as intense and substantial in character.

Frank's first appearance in Chicago was in the year 1857. When at the age of four years he was brought here as a member of his father's family. His parents were John M. and Martha (Webster) Gage. He was born at Waltham, Mass., July 24, 1853. His father, upon settling in Chicago, engaged in the wholesale fancy goods and millinery business, founding the house of Webster & Gage (afterwards Gage Brothers & Co.), which he carried on for over twenty years, and until succeeded by his nephew and son. The son was sent to the public schools of the city, passing through their various grades and graduating with distinction from the high school in 1870, when seventeen years old. Manifesting an inclination for a mercantile life, he entered the business house of his father, with which he was connected for fifteen years. During this time he became well known in the business community as an enterprising and successful manager. In the beginning of the year 1885, a corporation was organized known as the Gage-Downs Corset Company, of which Mr. Gage was treasurer and business manager. He continued to give his personal attention to the management of this manufacturing industry for six years, and met with a success equal to that which had attended his former connection.

In 1891 he retired from this corporation, and has since given his attention to his large estate, and to the supervision of his diversified financial interests, which yield him a comfortable income.

Mr. Gage is president of the North Ameri-

can Accident Association, and is connected with the management of several building and loan associations which have done a large and prosperous business.

In 1883 he became connected with the National Union, a beneficial order, of which, in 1888, he was made president, and for two years held jurisdiction over the order numbering in its membership over thirty thousand. He is also a member of several other social and fraternal societies.

When a lad of seven years, Mr. Gage entered the Sunday school of St. Paul's Universalist church, with which he has been connected as scholar, teacher and officer for over thirty years. The constancy and zeal which he has shown in this voluntary work are marks by which one may recognize a life devoted to nobler ends than those which animate sordid souls.

While he has no ambition to mingle in the strifes of politics, and covets no public honors, he has settled political opinions which have allied him to the Republican party on National issues.

Mr. Gage, during the course of his life, has been an extensive traveler in both his own country and Europe. His observations,

with a retentive memory and graphic facility of description, render his conversation both entertaining and instructive.

He is comely in person, with an open countenance, a pleasing address and cordial manners. Rectitude of character and integrity in affairs have ever characterized his life. His artistic instincts have led him to become a member of the Art Institute, while his predilection for athletic enjoyment has enrolled him in the Washington Park and Athletic clubs. A favorite diversion is to drive behind a well-matched pair of lively horses, of which his stable always contains some good specimens.

Mr. Gage, on the 9th of November, 1889, was married to Miss Olive E. Lewis, of Chicago. A little son named after his grandfather, John Newton Gage, is the fruit of the union. His prior single state by no means extinguished in him the love of domestic life, or lessened his capacity for the enjoyment of it. He has established a beautifully situated and richly furnished home on Ellis avenue, where, in retirement from business cares and in seclusion from the worries of life, he inhales the atmosphere of a refined and harmonious home.

GEORGE WASHINGTON SMITH.

Never in the world's history until the occurrence of the war for the American union, have eminent qualities as a soldier and equal powers as a lawyer shown themselves successively in the same person.

The whole story of the volunteer force proves how fiercely civilians can do battle; and the later story of the survivors how well soldiers can perform the duties of civil life. Cincinnati took hold of the plow again after his campaigns were over; but there seems not to be so great a chasm between war and agriculture, as between the profession of a soldier and that of a lawyer.

Statesmanship too has often shown itself in the person of a soldier; witness Washington, Hamilton, Grant in our own country,

and Frederick, Napoleon, Wellington and a host of others elsewhere; but the studious, laborious plodding at the bar, in the service of private litigants, is a matter quite different from the holding of public office, however laborious, and far more completely alien to the military life.

General Smith, who had served four years a captain, major and lieutenant colonel of the Eighty-eighth Illinois voluntary infantry (brevetted colonel and brigadier general) and been twice severely wounded, returned after the war to the duties of peace and gained the front rank among lawyers at the Chicago bar. Though a noted, he is not the only, example of such a noble career.

He was born in Brooklyn, New York,

January 8, 1837. His father, George Washington Smith, was a manufacturer of electro-plated ware, one of the earliest in this country. He afterward became a shareholder and officer of the Meriden Britannia company, of Connecticut. General Smith's grandfather was Washington Smith, and his great-grandfather was the provincial surveyor general of New Hampshire. His mother had been Miss Katharine Wilder, a direct lineal descendant of Captain Ephraim Wilder, a member of the convention of Massachusetts by which the constitution of the United States was accepted, and one of those who voted in favor of acceptance. He was a captain in the army of the revolution, and, in 1775, married Lucretia, sister of Samuel Locke, afterward president of Harvard College.

George, the subject of this memoir, was educated at private schools and at the Albany academy, where he was preparing for college when, feeling that his father could not well afford to carry his education further, he left the academy and began teaching school in the West. We next find him the master of a successful boys' school of his own. In 1856 his father's temporary embarrassment having passed, he returned and entered the Albany law school, where he was graduated in 1858. In October of that year he migrated to Chicago and began the practice of law, opening an office at No. 10 South Clark street. Of his early experiences here we have no record. Doubtless they were like those of other beginners at the bar; plenty to do of the non-paying kind; justice court cases which yield nothing but experience; hard and valuable service in matters finally settled out of court so that the lawyer may whistle for his fee—or sue for it, which comes to the same thing; surprises sprung by older lawyers who know no more of law but a good deal more of "practice;" although it is said that he almost immediately began by earning his support, and at the time he entered the army had built up a practice considered good for that period.

However, all turned out for the best, for when the question of war for the Union arose, young Smith did not find himself burdened with important pending suits and other business, which proved to many others convenient impediments to prevent their enlisting in the army. With more or less regret and unwillingness they stayed at home while he enlisted.

The Chicago Board of Trade, which had already sent out the Seventy-second (Starr's) infantry regiment and a battery (Stokes') was recruiting the Eighty-eighth (Sherman's), and our friend organized a company (Company A), recruited at Tonica and along the Illinois Central line, and was elected its captain. Now begins a story that is marvelous and would be almost beyond belief if it were not unquestioned recent history. That regiment, like hundreds of others, was made up of volunteers who, coming forward at their country's call from the walks of peace, and officered by civilians like themselves, took up suddenly the role of soldiers and fought, bled and died with a courage and endurance not excelled by any army in the world's annals. Nine hundred men were mustered into the Eighty-eighth in 1862; two hundred and nine (including the few recruits it had received) survived to return with the organization and be mustered out in 1865. Where were the others? Killed in battle, died or disabled by wounds or sickness, or perished in rebel hospitals.

At the battle of Perryville the regiment was publicly commended. At the battle of Murfreesboro it suffered heavily. At this battle, called Stone River, Captain Smith was severely wounded and was captured, but was helped by a negro to escape four days later. A much needed leave of absence enabled him to return to Chicago, where he stayed until his health was restored when he went back to the front. At the affair of Gordon's Mills the regiment lost a third of its number engaged, and Captain Smith was again named for bravery. At the "battle in

the clouds" the Eighty-eighth was one of those regiments who stormed the heights of Mission Ridge, and here Captain Smith was again badly wounded. Lieutenant-Colonel Chandler in his report said: "Captain George Smith, of Company A, acting field officer, was conspicuous for his bravery." Other actions followed, including the capture of Buzzard's Roost and the battle of Resaca. Then at the assault of Kenesaw Mountain (June 27, 1864,) Colonel Chandler was killed and Major Smith was made lieutenant-colonel and from that hour to the end commanded the regiment.

The last but one (Nashville) pitched battle in which the Eighty-eighth was engaged was that of Franklin, the death struggle of rebellion in the West. To quote a late biography:

"In this fight Lieutenant-Colonel Smith was again in the front rank and led the charge. An eye witness of the scene writes: 'In all my life I never saw, in all my readings I never read of, a more knightly scene than Colonel Smith at the head of the charging column, cap in hand, dashing hither and thither in the white heat of the fray, nerving the brave, shaming the coward—an unconscious hero, every inch of him.' Thanks of his commanding general, and a brevet as colonel of United States volunteers followed this; then came the pursuit of Hood through a hundred miles of mud and desolation; a trial almost worse than battle itself. The summer of 1865 brought a brevet as brigadier, and, most welcome of all promotions, the sweet and precious privilege of returning to private life and the blessed walks of peace. The immortal two hundred and nine came home—to forget and be forgotten, with the dead they left behind them."

In truth, oblivion of mere soldierly service is the fate, after all wars, of all soldiers except a favored few; each of whom ran less personal risk and made less personal sacrifice than did thousands of the forgotten. But it chanced in the case of General Smith that those qualities which won him success in

his short military life did the same in the long civil career which followed. Industry and faithfulness, courage and manliness, equanimity in good fortune and bad, and unfailing good humor and cordiality of speech and manner, won for him friends and clients and the confidence and respect of the public. It is not known whether or not in his case an interval of lassitude and indisposition to application followed the wild, stirring days of fight and the weary weeks and months of the march, the camp and the bivouac. Most ex-soldiers experience such an interval, and some never quite emerge from it. If it occurred in General Smith's life, it must have been of short duration, for his progress at the bar was early, constant and enduring. A late biography (the Century) quotes an eminent brother lawyer as saying:

"He is a man of studious habits and is universally respected for the breadth as well as accuracy of his knowledge. His learning is profound and copious, and he has that quickness of apprehension which enables him to apply his knowledge to the practical solution of intricate problems in every department of professional life with extraordinary precision and clearness. The powers of his mind are admirably balanced and have been severely disciplined. Cautious by temperament and always avoiding rash and vehement assertions, he is distinguished not only for the spirit of candor and fairness evinced in the management of his cases, but for the sobriety and solidity of his judgment. Few men can argue a point of law with more learning and astuteness or try a case with more tact and ability. No man in professional life is held in higher estimation for purity of character or generous social qualities."

To this an ex-chief justice of the supreme court of Illinois adds: "General Smith is in the best sense an officer of the courts, and he adorns the position by a life and practice consistent with the most exacting demands of his profession. When trying a case in any court his statements as to the facts and issues involved are always received with the

most implicit confidence. In his capacity as counsellor and advocate he assists the courts in the administration of right and justice. It is difficult to conceive that there can be any higher privilege for a lawyer to attain."

In 1873 there arose, as one of the consequences of the great fire, a terrible and serious dilemma for the Chicago city government. To quote from the "Story of Chicago" (page 329, note):

"A change in the method of collecting taxes suspended and finally defeated part of the tax-levy of 1873, '74 and '75 amounting to \$900,000. A defalcation of the city treasurer, amounting to \$500,000—brought the total deficit up to \$1,400,000. Meanwhile city scrip was issued for pressing needs, relying for its redemption on these "assets," so-called, which scrip being based on an unlawful assessment, and in excess of the constitutional limit of indebtedness, could not be collected by law. The city was morally bound but legally free. Thereupon Mayor Colvin called a meeting of leading citizens at the old Rookery. One and all, Marshall Field, John V. Farwell and others (whose names ought to be remembered but are not) declared in favor of payment, and a bill was prepared and pushed through the legislature, providing for the reassessment of the old defeated levy, which reassessment was made in 1878 and collected in 1879, and every dollar of the indebtedness paid—a really voluntary act on the part of a "soulless" corporation. Chicago worked as hard to find an expedient for paying as some others have worked to find an excuse for repudiating. General Smith was one of the counsel for the city in this

memorable achievement. Other important cases have fallen to his share; matters governmental, and concerning the validity of statutes, matters connected with railways, their creditors and the public, riparian questions; many of the causes doubtless more profitable than the celebrated "back taxes" case, but none which so well deserves to live in history."

General Smith, although a Republican, is one of the moderate stripe, and refuses to agree to the high protective tariff and other ultra measures advocated by the extremists of the party. He might, in many instances, have been elected to public office if his ambition had lain in that direction; but excepting two years' incumbency of the State Treasurership, which was in a manner forced upon him in 1867, he has steadily declined the glittering, illusive bait and stuck closely to his profession. At the same time he has been prominent in the quasi-public life of literary, social and philanthropic associations both civil and military. Among the clubs, he is a member of the Union League (once its president), Union, Germania, Literary and Columbus. He is vice-president of the Historical Society, and president of the Chicago Industrial School for Girls. He is a member of the Grand Army and the Loyal Legion.

In 1869 he married Miss Louise Kinney, daughter of William C. Kinney of Belleville, and grand-daughter of Lieutenant-Governor Kinney. She is also a grand-daughter of Elias Kent Kane, senator from Illinois, who died in Washington in 1836, during his term of office. The family consists of two sons and two daughters.

DANIEL AMASA JONES.

Daniel Amasa Jones was born in Hartford, Connecticut, June 29, 1807. It is probable his ancestors were Welsh, though the line of descent beyond the ocean has not been traced.

The family became identified with Amer-

ica at a very early period in its history, Josiah Jones, the American ancestor, having settled in Massachusetts in 1665. Amasa Jones, the father of Daniel A., was a sea-captain. His vessel plied between Hartford and the West Indies. He died the year

following Daniel's birth. The widow removed with her family, consisting of three sons and one daughter, to the home of her father, Israel Jones, who resided on a farm in North Adams, Berkshire county, Mass. Israel Jones was a typical New England man, of industrious habit, high Christian character, and of prominence and influence in the community. He was one of the trustees of Williams college, located at Williamstown, Mass., that was and is the most important educational institution in northern Massachusetts. Here the lad passed his childhood and boyhood, working on his grandfather's farm in summer and going to school in winter. In addition he was sent for one year to an academy at Stockbridge. At the age of seventeen years he left the Berkshire hills and obtained a clerkship in a store at Albany, N. Y., where he remained three years at a salary of one hundred and fifty and later two hundred dollars. Out of this he had to board and clothe himself. Here he learned the details of mercantile business, which contributed much to his success in after life. When twenty years old he determined to seek his fortune in the West, where an elder brother had already gone and was established in business in Louisville, Ky. Obtaining employment with his brother in a soap factory, he soon gained experience, and developed such qualities of fidelity and capacity that he was sent to New Orleans to make some doubtful collections, in which he was so successful, that on his return, he was placed in charge of a store. Here he passed three years, when, in the fall of 1829, he determined to go into business for himself. He selected Newport, Ind., a village on the Wabash river, and buying a stock of goods at Louisville on credit and borrowing money to pay the freight, he opened a little store. His business was moderately successful, so that in 1832 he was able to lay in a cargo of pork and corn, which he loaded on a flat-boat and took to New Orleans, where he realized a good profit. He continued flat-boating in connection with his other business

for twenty-years and by good management and good fortune never lost a boat. About this time he was commissioned as colonel of the Fifty-ninth regiment Indiana militia, which was raised to take part in the Black Hawk war but was never called into active service. He was present in Chicago at the treaty made by General Scott with the Indians in 1833, at which time he crossed the Chicago river in a scow towed by a rope.

In 1837 he married Miss Mary G. Harris, of Rockville, Ind., who was mother of his seven children, and who died in December, 1855. In 1841 he took into partnership in his business C. M. Culbertson, who had been with him some years as a clerk. In 1846 he established a store in Danville, Ill., placing James M. Culbertson as manager. This business was continued for eleven years. After a few years he entered 8,000 acres of land lying along the route of the Illinois Central railroad. In 1856 he removed to Granville, Ohio, to give his seven children better educational advantages and to take a rest after twenty-nine years of active business life. But he did not remain long idle, as the next year, in connection with his old partner, C. M. Culbertson, he established a packing house in Muscatine, Iowa. In 1858, Mr. Jones contracted a second marriage, with Miss Harriet A. Knapp, of Fairfield, Conn., who survives him and is now a resident of Chicago.

In 1859, having become tired of the quiet life of Granville, he removed to Chicago. Having renewed his partnership with Charles M. Culbertson, they built a packing house at State and Twenty-second streets in 1858, where they packed pork until 1862, when they sold the house, building another in 1863 at Stewart avenue and West Eighteenth street, which was sold to Culbertson, Blair & Co. in 1864. In 1865 he was elected president of the Packers' and Provision Dealers' Insurance company, which position he held until it was consolidated with the Merchants' Insurance company in 1866. He was a director in the last named corpora-

tion until its failure at the time of the great fire in 1871. In 1866 he entered into partnership with R. M. & O. S. Hough and Chas. L. Raymond in the packing and commission business. The partnership lasted five years, when we find him at the head of the firm of Jones & Raymond in the same line of trade. Mr. Jones finally retired from the packing business in 1884, having been among the most enterprising and extensive of the dealers in provisions, which branch in the hands of the Armours, Swifts, Fowlers and Cudahys has become so important a part of the commerce of Chicago.

Mr. Jones was elected president of the Chamber of Commerce in 1869, and held that office at the time that the great fire of 1871 swept away the building. At that time he tendered his resignation of the office, but the board of directors declined to accept it. The Board of Trade demanding a new building, Mr. Jones was placed on the building committee and superintended the building of the structure erected for that organization by the Chamber of Commerce. It was pushed with such energy amid the unwonted obstacles that the situation of the city presented at that time that he was enabled to present to the Board of Trade at the end of a year from the destruction of the old building a new and a better one, well equipped for the transactions of the board's business. The fire occurred on the 9th of October, 1871. On the 9th of October, 1872, Mr. Jones conducted the members of the Board of Trade, with their invited guests, to the new hall and delivered to its officers the keys to the edifice.

The services of Mr. Jones were sought in the conduct of various financial institutions, in which he held large interests. He was a director in the Merchants' National Bank, Fifth National Bank and National Bank of America from the time they were organized until his death. He was largely interested in the Chicago City Railway, and during the year 1881-2, while the cable was under construction, was the acting president of the company.

With all his business energy and devotion to practical affairs Mr. Jones was a benevolent man, not only in liberal contributions, but in helpful aid and sympathetic interest in worthy charities. He was particularly identified with the Old Ladies' Home, afterward changed to the Old People's Home, of which he was one of the incorporators, a trustee and president until his death. In the work of this institution he took the interest which a parent takes in the welfare of a beloved child, visiting its inmates, learning their needs and supplying their wants. He left a bequest of twenty-five thousand dollars for its endowment, to which has been added twenty thousand dollars by the representatives of his estate in accordance with his wishes. Mr. Jones was a religious man, of the Presbyterian faith. He was a member of the Calvary Presbyterian church, which became merged in the First Presbyterian after the great fire. His religious faith was expressed not only in the dogmatic formulas of the church, but in an exemplary life, which, amid the engrossments of business found expression in numerous acts of kindness and sympathy and in works of practical beneficence.

The year he settled in Chicago he built a home, far out of the then settled part of the town, on Calumet avenue, corner of Twenty-second street, fronting on Lake Michigan. It was a brick structure of stately appearance and convenient arrangement, at that time one of the finest in the city, and which after thirty-five years remains among the handsome places that adorn that beautiful residence street. Mr. Jones' life closed on the 11th of January, 1886, in his seventy-ninth year. Four children of his first marriage survive him, William Jarvis Jones and G. Edwin Jones, of Chicago, Mrs. O. S. Newell, of Kenosha, Wis., and Mrs. N. H. Sabin, of Williamstown, Mass. Besides the bequests which he left to the Old People's Home his will gave \$10,000 each to the Presbyterian Hospital of the city of Chicago,

Presbyterian Board of Home Missions and Presbyterian Board of Foreign Missions.

The residue of his large estate was devised to his widow and family, and to trustees, for benevolent purposes. This last has been carried out in building the Daniel A. Jones

memorial addition to the Presbyterian Hospital at a cost of one hundred and fifty-five thousand dollars, in addition to that already given to that institution, and in various smaller amounts to other philanthropic enterprises.

ALLEN MANVEL.

The railroad system has created a profession altogether unknown a half century ago. Its members have learned their art, not in school, or from books, but in the office and work shop, in daily contact with the work they have had to do. They have had no precedents to guide them, but have worked out the problems which their employment brought in the school of experience. They deal with values of many figures, and dispose of stupendous interests. The learned professions, as they are recognized by immemorial custom, attached a certain dignity to their practitioners from the nature and difficulty of the subjects with which they deal. The railroad manager of modern times rises above the level of these professionals in the value of the interests which he conducts, as well as in the grasp of intellect and varied and high accomplishments which his calling exacts. The outside public accepts the results of his genius, it learns from time to time the grand aggregate of railroad traffic in millions of passengers carried and tons of freight moved, with little conception of the vast problems and intricate relations which these grand results involve. As the railroad is the grandest triumph of civilization, its conductors and managers are entitled to recognition as the true leaders of enterprise, as the great captains of the age.

Allen Manvel, whose career it is designed here briefly, though quite too inadequately, to sketch, belonged to this as yet unnamed profession, and by his genius placed himself at the very head of the conductors of an almost immeasurable traffic. In the school of practical experience he wrought out its complex

problems, and, unaided by friends or fortune, reached the very highest position in the ranks of managers. He was born in the town of Alexander, Genesee county, N. Y., on the 26th of September, 1837, to Bennet and Lucy (Benedict) Manvel. They were immigrants in Western New York from Berkshire county, Mass., where the family had been settled for several generations. Family tradition, no doubt correctly, ascribes a Huguenot ancestry to it.

The father of Allen was a man of intelligence and high character, who had been engaged in a manufacturing business at New London, Canada, for some years, and afterwards pursued the occupation of nurseryman and horticulturist. The son, when he was old enough to make his labor of value, assisted his father in taking orders and in keeping accounts of the nursery, and later betook himself to the neighboring village of Phelps, where he kept books in a store while attending the village school. There was nothing in his youthful employment or education which would seem to have given his mind a bent towards the avocation of later life, other than an aptitude for mathematical studies. A good constitution, an active, well balanced mind, and an upright character seem to have been his endowment. When he had reached the age of twenty-two years he left the quiet life of the country village for the bustle and competition and excitement of Chicago.

It was in the month of March, 1859, that he found employment as clerk for the purchasing agent of the Chicago, Rock Island and Pacific railroad company, in the service of which corporation he remained for twenty

years, fulfilling every duty with conscientious devotion. As his ability became recognized he was promoted from one position of responsibility to another. He was successively employed as paymaster, purchasing agent, assistant superintendent, assistant general superintendent, and general purchasing agent. The Rock Island is one of the great railroad systems of the world, with over four thousand miles of track, penetrating the States of Illinois, Iowa, Missouri, Kansas, Nebraska and Colorado, and Indian Territory, with direct connection with lines operating in all the States and territories from the Mississippi river to the Pacific Ocean. The equipment is superb and the time made is fast. The operative management of the road has always been most skillful, while its finances have been prosperous and its earnings remunerative. The success of the road, due to favorable conditions and to the co-operating influence of many master minds, owes much to the ability, the organizing methods, and ceaseless vigilance which Mr. Manvel brought to its service. His various employments brought him into close connection with almost every department of its operative and traffic management, and gave him a comprehensive knowledge of the vast and intricate problems which the conduct of a gigantic system of transportation involves. It is in such practical relations that the great qualities of the successful railroad managers of the country have been brought out, and have designated them for high trusts.

Great managers, like great generals in time of war, are evolved from the mass of subordinates by the exhibition of superior qualities. In the higher grades of railway management, as in the command of armies, responsibility and promotion came not from favor but from signal ability.

The St. Paul, Minneapolis and Manitoba railroad was ten years ago a great trunk line in the Northwest; its president, James J. Hill, is one of the most sagacious and enterprising of the railroad magnates of the country, if not in the world. One of his leading

characteristics is a knowledge of the qualities and skill in detecting the abilities of those whom he selects for the subordinate positions of management and control of his road.

In the spring of 1881 he invited Mr. Manvel to enter the managing staff of the Manitoba system, and upon his acceptance, appointed him assistant general manager and general superintendent of the road. The lines of the Manitoba system at that time extended from St. Paul to Winnipeg in the Province of Manitoba, with branches stretching towards the head of Lake Superior on the one hand and the Pacific Ocean on the other, and conducted an immense traffic into the far Northwest. Mr. Manvel showed such ability that in November, 1881, he was promoted to be general manager, and in 1888 he became vice-president of the company. He was in reality the executive head of the company, in its operating and traffic departments, the president not having had an engineering education, nor indeed any technical training. Under the skillful and energetic management of Mr. Manvel, the traffic of the road was developed in the face of the strong competition of the rival Northern Pacific and Canadian Pacific systems, and its lines were extended with marvelous celerity until they reached the Pacific Ocean and the Great Lakes, constituting what is now the Great Northern railway system, one of the great trans-continental lines. With this marvelous development through an almost uninhabited wilderness in the central parts of the continent, the management has been conducted with such prudence and skill that the stock of the corporation has stood above par, while that of one of its great competitors has been the foot ball of the stock boards, and the company itself is now in the hands of receivers.

Meantime another great continental line was seeking a managing head competent to rescue its affairs from impending bankruptcy and capable, through co-operation with a comprehensive financial policy, to place it again in a prosperous condition.

In September, 1888, Mr. Manvel was elected president of the Atchison, Topeka & Santa Fe railway company. This is another of the great trans-continental railroad systems of the country, conducting an immense traffic between the lakes at Chicago and the Mexican border, and, by another line, over continental divides and interior deserts, to the Pacific coast. It was a position of vast responsibility, rendered doubly difficult by the financial embarrassments which had involved the enterprise and brought it to the verge of bankruptcy. Mr. Manvel now returned to Chicago from St. Paul, where he had resided for eight years, and applied all the energies of his mind and tasked his physical endurance in the performance of the responsible duties which his position devolved upon him. He did this with such skill, that the affairs of the corporation took a favorable turn. Order succeeded confusion, methods were systematized, new business and favorable traffic connections were made, and the earnings of the company, from an annual deficit, soon showed a balance of profit. Mr. Manvel, besides being the head of the operative force of the road, had thrown upon him great burdens of financial arrangement, which, in a plan of reorganization of stock and bonds involving many millions of dollars, were uncommonly complex and involved.

The burden of responsibility undertaken with indefatigable zeal and tireless application was too much for his physical powers. Attacked by an affection which did not threaten speedy dissolution, he was too busy to afford the rest essential to the restoration of his health. His duties led him to undertake long journeys, accompanied by incessant mental strain, in one of which a slight exposure brought on such acute symptoms of Bright's disease that his strength was sapped, his vital force weakened, and on the 24th of February, 1893, at Coronado Beach, which he sought as a temporary rest-

ing place in the hope that the equable climate of San Diego might restore him, he sank to final rest, at the age of fifty-six years, thirty-four of which had been given to the absorbing duties connected with railroad management. He yielded his life, no doubt, a sacrifice to his devotion to duty, prematurely worn out by overwork and intense mental strain.

Since December 24, 1861, Mr. Manvel had enjoyed family life. At that date he married Miss Anna F. Fellows, of Batavia, N. Y., whose gentle character and domestic virtues were the solace and joy of his life. They have had four children, the first born of whom, a son, died in infancy. There are three daughters, with their mother, surviving. The oldest, Florence, is the wife of Mr. Chas. E. Schauffler, of Chicago. The others are Goodrich and Adine.

The parents of Mr. Manvel were religious people belonging to the Presbyterian church. His own associations in Chicago were with the Congregational churches, having been a member of the Plymouth and afterwards of the New England congregations, and a liberal supporter of both. Though not a communicant, he had a great regard for religion, and desired his children to be nurtured in the Christian faith.

Mr. Manvel was domestic in his tastes, and although absorbed in the work of his profession, had a fondness for literature and art. His disposition was sunny, kind, patient and tolerant, and although exposed from the nature of his occupation to annoyances, never gave way to anger or ill temper.

While living in St. Paul he was a member of the elegant Minnesota club, and in Chicago enjoyed the fellowship of the Union League; yet these social enjoyments took little of his time, as he preferred to devote what leisure he could snatch from his exacting employment to the quiet enjoyment of his happy home life.

HENRY ROBERT SYMONDS.

The late Henry R. Symonds was born at the village of Niagara Falls, N. Y., January 11, 1840, where he passed the years of infancy and boyhood. At sixteen years of age he left school to learn the lessons of experience in practical affairs. He entered a banking house and performed such duties as devolve upon an office boy, at first of the simplest and almost mechanical kind—to bring and carry mail, to take out notices, to copy correspondence, and such other simple duties as fall to the task of the lowest in the staff of bank employes. As he becomes familiar with the routine of the house, he is entrusted with entering drafts and taking out collections. Books of simplest entry are put into his hands, penmanship is cultivated, the casting up of figures is practiced, the sorting and counting of money and putting it into neat packages is entrusted to him, until, becoming conversant with the daily round of operations, he is advanced to the keeping of subsidiary books of account, or perchance placed at the collection counter, and finally may be given, if he has proved himself to be apt and alert, charge of the receiving or paying teller's wicket. With promotion to these latter duties comes responsibility. The clerk is given the combination of the teller's safe and the custody of money sufficient for the opening or closing hours of business.

It is a life of routine. The business is never finished; that which has been done one day must be gone through the next. Day follows day, except Sundays and occasional holidays, in the same monotonous detail. There is little excitement, except when at the close of the day's business the bookkeeper is unable to make his books balance, when all hands are called to review their transactions, and kept verifying their statements until the error is detected, and the last cent accounted for. Such a life is not a broadening one, it sharpens some faculties, at the risk of blunting others. The qualities of precision, accu-

racy, celerity of thought and action, and memory are brought to highest tension. Those of imagination, expression, ratiocination are almost in abeyance. When the bank clerk, if he possesses qualities of broader grasp, is promoted to a position requiring the exercise of independent judgment and quick decision, such as devolve on the manager, cashier, and superior tellers, he is ushered into a higher field of action, and finds scope for the exercise of some of the noblest faculties of his mind. To decide, upon the instant, upon the authenticity of a signature, upon the responsibility of a name, upon the credit of a customer, requires a high order of intelligence and acumen. In the highest department of the profession the banker is called upon to understand and apply the principles of finance, to know and detect the influences which may affect the flow of business, and to exercise such sagacity as shall enable his institution, while earning dividends for its stockholders, to keep itself, on the one hand armed against the assaults of panic and distrust, and, on the other, liberal in fostering by discounts and credits the business of the community. It is an art beset with difficulty, calling for the highest exercise of sagacity, integrity, prudence, and conservative boldness, if the latter expression be not a paradox.

Mr. Symonds, during his three years clerkship in the bank at his native place, had fitted himself for a higher place in the profession than that of a beginner. In 1859, at the age of nineteen years, he came to Chicago and secured a position as teller in the banking house of Aikin and Norton. The senior of the firm, whose confidence he earned by his fidelity and efficiency, was the founder of the First National bank, in which institution the young teller found ultimately his life work. After two years, about the period of his majority, he was appointed cashier in the banking house of Mr. C. B. Blair, which was at a later period merged in the Merchants' National bank.

His next promotion was to the assistant-cashiership of the First National bank, the cashier being the present accomplished president of that greatest of Chicago banks. He afterwards was entrusted with the important and responsible office of cashier of the bank, and in 1891 reached his highest promotion as first vice-president. His connection with the First National, in the responsible positions of assistant-cashier, cashier, and vice-president, was of about twenty-five years duration, and continued until his decease. This fact alone affords the highest testimony to his qualities and qualifications. It shows, as was the fact, a thorough acquaintance with the underlying principles of finance, the highest personal integrity, a sound judgment, and consummate skill in administration.

The responsibility of the management of a great bank, involving engrossment of thought and complete occupation of time, precludes any considerable participation in other lines of activity. The active banker cannot be a speculator, nor a trader, neither a politician, nor a *dilletante*.

Happy he if he is able to lock up his cares with his safes, and betake himself to the inner sanctuary of a quiet and happy home, and spend the hours intervening between the closing and opening of the bank in rest and recuperation, with such quiet enjoyment as domestic life and social amenities most satisfactorily furnish.

Mr. Symonds was most fortunate and happy in his home life. He was twice married. His first alliance was in early life, with Miss Julia Ackley, of New York, and afterwards, in 1876, he married Miss Charlotte L. McKay, of Chicago. Of his seven children, three were of the first marriage and four by the last.

In the companionship and affection of his home Mr. Symonds passed the happiest hours of his life. His constant endeavor was to surround his family with every requisite comfort and moderate luxury, and his greatest pleasure was in promoting their happiness.

He was not indifferent to social enjoyment, having membership in the Union League and Illinois clubs, but spent little time in the mere round of society. He was fond of music and not indifferent to the charms of literature, but found his highest delights in domestic joys.

The confinement of a bank, with the mental tension which unending responsibility brings, is unfavorable to physical development. It is a serious drain upon vital force, and not seldom disturbs the equilibrium of the nervous system. In the early part of the year 1892, Mr. Symonds began to experience a failure of his physical energy. He struggled against yielding to its inroads for a time, and persisted in performing labors at the bank beyond his strength. Towards the latter part of January he was compelled by advice of his physician to seek a milder climate, and, accompanied by his wife and children, went to Jacksonville, Florida. It was too late; soon his sickness assumed an alarming type, and on the 26th of March, 1892, he passed away.

The board of directors of the First National bank, in whose service he had been employed for a quarter of a century, in an official minute spread upon the records of the institution, give this emphatic testimony to his character, "His clear comprehension of the great trust reposed upon him, his earnest application to duty, his scrupulous regard for the interests he represented, his prudence, fortitude, and courage made his official life most effective and valuable."

Said one of the directors: "A better man never breathed the breath of life; he was a true man."

Prof. Swing, at his obsequies, gave this terse summary of his character: "He was honorable; he was industrious; he was faithful, and he was mortal."

In the mausoleum of her citizens of sterling worth and beneficent service, Chicago should perpetuate the memory of this indefatigable worker in rearing the fabric of her financial greatness.

CHARLES L. HUTCHINSON.

This gentleman, now in middle life, who has attained to a prominent and influential position in finance and in the general life of the city, is by nurture and education essentially a son of Chicago, though his life began in the far East. He was born at Lynn, Mass., March 7, 1854, where his father was engaged in the manufacture of shoes. The family removed to Milwaukee, and when the son was five years old made a permanent settlement in Chicago. Here he was educated in the city schools, and in 1873, at the age of nineteen years, graduated from the high school. So far his education had been in letters. He immediately entered upon a business training more thorough and complete than falls to the lot of most young men.

He was the older of two sons of B. P. Hutchinson, whose brilliant but erratic career has been for a generation the wonder and admiration of his business associates. He was a dealer in grain and provisions, a member of the Board of Trade, a daring speculator, by turns, and often in rapid succession—a “bull” and a “bear.”

His eccentricities gained for him the sobriquet of “Old Hutch” while he was *par excellence* the prince of operators. His business in packing provisions had gained for him a large fortune, which, besides being employed in speculation, was to a considerable extent invested in regular lines of business, chief among which was banking. He was one of the founders of the Corn Exchange bank, the favorite depository of Board of Trade men, and for many years filled the chief executive office.

Mr. Hutchinson availed himself of all these facilities to give his son a thorough and diversified practical training. Charles spent a year in the grain business; another in a packing house; then he entered the bank and passed through all its grades of employment from collection clerk to cashier. He developed uncommon capacity for business, showing such industry, intelligence and probity

as to gain for him the confidence of his associates and the respect of the commercial community. He was much more than a business man. His benevolent disposition led him to interest himself in works of Christian education, of charity, of reform, while his fine taste made him a patron of art, and interested him in literature.

His marriage in 1881, to Miss Frances Kinsley, daughter of H. M. Kinsley the celebrated caterer, stimulated his devotion to the refining and ennobling influences which had already become a leading feature of his character.

He is by religious affiliation attached to St. Paul's Universalist church, of whose Sunday school he was for many years an acceptable and efficient superintendent.

In 1881 he became president of the Corn Exchange bank, which his father, in connection with S. Kent, had organized ten years before. The bank had at that time a capital of \$1,000,000 and a surplus of \$500,000. He has ever since been identified with this institution, and still remains its president. About the same time he became a director of the Chicago Athenæum, which has accumulated a fine library and is devoted to the moral and intellectual cultivation of young men. He was elected vice-president, and in 1882 succeeded to the presidency of the Chicago Art Institute, which has maintained one of the best art schools in the country. He served on the managing committee which provided a series of exhibitions which were of high character and great popularity, serving in no small degree to stimulate the public taste to an appreciation of the beauties and excellencies of art. It was largely through his liberality and exertion that funds were raised to rescue the Institute from financial embarrassment, and enable it to enter upon a new and enlarged usefulness. The popular May musical festivals of 1882 and 1884 enlisted his warm support, he being among the number of liberal citizens who subscribed a guarantee fund, to insure them against failure.

Like his father before him, Mr. Hutchinson has been a prominent member of the Chicago Board of Trade, but not for speculative purposes. In 1883 he was chosen second vice-president of the board and in 1884 became first vice-president. The following year he was elected its president.

Mr. Hutchinson's interest in the welfare of the city and in the wholesomeness of the influences which should affect its citizens led him to identify himself with the Citizens' League of 1885, whose purpose was to prevent the unlawful and indiscriminate sale of intoxicating liquors and to aid the authorities in the prosecution of violators of the excise laws. He officiated as vice-president of the league.

Another charitable work in which he has been greatly interested is the Chicago Orphan Asylum, serving as one of its trustees.

Mr. Hutchinson is also a member of the board of trustees of the Chicago University, to which institution he has given much care, especially during the period of its struggle for existence, and before it had become a favorite beneficiary of men of wealth.

The World's Columbian Exposition, which achieved such remarkable success during the summer of 1893, owed its success to no one man. It enlisted the labor and received unstinted contributions from all classes of Chicago's patriotic people. The magnitude of its conception and the stupendous scale on which it was executed was enough to task the utmost labor of

the combined community. Nevertheless it fell to a few to organize and direct its operations. Mr. Hutchinson served as a member of the executive committee of the board of directors, as well as chairman of the Fine Arts committee. The epitaph to the memory of Sir Christopher Wren, inscribed in the crypt of St. Paul's cathedral in London may well be applied to those tireless and indomitable men who organized the greatest exhibition the eye of man has ever seen. While his labors in the lines of exertion above narrated have been sufficient to tax the endurance of the most hardy, Mr. Hutchinson has been a prominent figure in the social life of the city. He has been president of the Commercial club, and has borne membership more or less active in such other social organizations as the Literary, Union League, Calumet, Washington Park and Fellowship clubs.

While the prospect of inheriting a liberal fortune saps the ambition of most young men and turns their thoughts towards self-indulgence and idle luxury, here is one born to ample wealth who has resisted all the fascinations of the sirens, and has applied his vigorous powers to a laborious and responsible profession; and, not content with such abundant labor, has interested himself in the welfare of his kind, in building up institutions of education in the community, and in stimulating a taste for beauty in art and virtue in character.

WILLIAM FINDLAY COOLBAUGH.

Those great financiers who have left the impress of their genius on the financial history of the West, have been, almost without exception, men of affairs, with little instruction in science. They have stepped from the counter or office to the counting-room, demonstrating their fitness to be leaders by soundness of judgment and skill in management.

Such a man the generation of business

men now passing from the scenes of active business recognized in W. F. Coolbaugh, when he came to Chicago, in 1862, and at once became a leader in finance among those who had already reached high rank as merchants and bankers. For the next fifteen years as the head of the bank of W. F. Coolbaugh & Co., and afterward as president and director of the Union National bank and president of the clearing house, he devel-

oped a capacity for financial management, including those opposite qualities of boldness and caution, enterprise and prudence, which stamped him as a born engineer of finance. He was distinguished as well as a public-spirited citizen, an influential public man, and a promoter of public institutions of learning, religion and art.

Mr. Coolbaugh was born in Pike county, Penn., July 1, 1821, being one of several sons of Judge Moses Coolbaugh, from whom the settlement was named, and who was the owner of a large farm and a man of local influence. He was named after Governor Findlay, whom his father admired. He had the usual common school education of boys of the country families, his last teacher being the late William Bross, whose grammar school was then attended by many of the youth of the neighborhood, and who became his friend in after life.

At the age of fifteen years the boy disliking life in the country, left home, and went to seek his fortune in Philadelphia. There he entered the wholesale dry-goods house of Spuring & Co., beginning the business at the bottom of the ladder under the direction of James McHenry, and having as a fellow clerk Elisha Kent Kane, afterwards the famous Arctic explorer. At this time he lived in the family of Mr. Spuring, with whom he was a favorite, and it was the lad's habit to rise very early in the morning, and spend hours in reading and study before the store opened. On summer mornings he took his books into the city park, and by this earnest self-education, kept up for years, acquired a remarkably wide knowledge of history, oratory, law, and English poetry.

His services were so faithful and so well appreciated by his employers, that in three years he became their confidential clerk, and later manager of their extensive business in the South and West.

In 1842, when only twenty-one, he was sent with John Trevor, afterwards of Trevor & Colgate, of New York, to start a branch store in Burlington, Iowa.

His success in business was such that in eight years he was able to discontinue mercantile affairs and open a banking house. His partner in this was the late Francis W. Brooks, and the style of the firm was Coolbaugh and Brooks.

When Iowa became a State he sat in the constitutional convention, was a member of the State senate, and, young as he was, was nominated for the U. S. senate, being defeated by one vote only, by senator Harlan.

The bank, like the store, was successful, and its owners built up a large and profitable business. They were employed as agents of the State of Iowa, and negotiated the first public loan of the State. The relations between the bank and the State government were such that upon the breaking out of the rebellion, the public treasury being without ready funds, Mr. Coolbaugh telegraphed the governor to draw on his bank for the money required to fit out and equip a sufficient number of volunteers to fill Iowa's quota of the troops called for by President Lincoln. He had been what was then known as a Douglas Democrat, being the personal friend of that leader and having nominated him for the presidency, but his devotion to the Union cause was honored by both parties.

After a successful career of twelve years in Burlington, Mr. Coolbaugh transferred his business and home to Chicago. Here, he felt sure, centered the activity of the West, and here was a broader field for the use of his capital and talents.

He opened the banking house of W. F. Coolbaugh & Co. in 1862, Mr. Brooks still being his partner, its location being on the northwest corner of Lake and La Salle streets. When in 1865 the private bank was incorporated as the Union National bank, the capital of the institution was fixed at \$500,000. It has since been raised to \$2,000,000. Only one National bank in Chicago exceeds, it in amount and but two others equal it. The ability and reputation of Mr. Coolbaugh were recognized by his associates in electing

him the first president of the clearing house; again, in 1866, by making him president of the Bankers' Association of the West and South. He was a director of the Board of Trade, and an original incorporator of the Chamber of Commerce. He was also connected with the University, the Athenæum, and many charitable institutions.

In the terrible time of the great fire, when, with one exception, every bank in the city had been swept away, and when, almost in despair, the men who were their customers and supporters gazed upon the ruins of their stores and factories and homes, Mr. Coolbaugh assembled the disheartened bankers and addressed them in such words of hope and courage as to give them new energy. He urged that temporary offices should be opened and business resumed at once. At that time all the vaults and safes of the banks were buried in the smoking ruins—those of his own bank were not opened for over three weeks—and it was not known how far their precious contents had escaped. But in spite of this the indomitable banker urged his friends to resume business; if need be to "resume on nothing," and his advice was taken. They resolved to maintain their business and to build again upon the ruins, courage took the place of despair, and a new and better city rose up to take the place of that which had vanished. But the word was characteristic of the man, and the city of Chicago did "resume on nothing." Mr. Coolbaugh had been building a block of eighteen stores on Market square. On the previous Saturday they were finished and the keys brought him. On Sunday night they burned, together with his Union building and the rest of the city; on Tuesday Mr. Coolbaugh sent for the architect, Mr. Bowling, told him that the foundations were still there, and ordered him to begin to rebuild them as soon as the bricks were cold enough to handle. The architect, thought and said that his employer was crazy, but he obeyed; the block was rebuilt and the Union National bank moved from the house

of its vice-president, on Wabash avenue, into the corner store in Market square before the roof was on and remained there until his Union building was rebuilt.

Meanwhile Mr. Coolbaugh's house on Park Row was a rallying centre for the leaders of the fire-swept city, and almost nightly consultations were held there, presided over by himself or his friend General Philip Sheridan.

In 1874 Mr. Coolbaugh formally opened the Exposition building, that for years foreshadowed the World's Fair. A fine speaker, he was often heard on public occasions, more rarely on political ones. He always refused to run for any office, though constantly urged to do so, but his sound judgment and fidelity to public trusts were so well known that he was the financial adviser of many statesmen of both parties and often of the National government. In 1869 he was chosen a member of the constitutional convention of Illinois, and contributed in no small degree to revising the fundamental laws of the State. His father had contributed to the laws of Pennsylvania and he himself to those of Iowa and Illinois, so that father and son had helped to make the constitutions of three States.

Four years later, though not a candidate, he received two votes in the legislature for United States senator, when the great party leaders, Trumbull and Oglesby, were opposing candidates.

His social tendencies were shown when he united with other gentlemen of like tastes in the organization of the Chicago club, the pioneer among associations of the kind in the city.

Mr. Coolbaugh was a vestryman of Grace Episcopal church, but was no sectarian, and his aid was given freely but privately to the clergy and charities of the city, both Catholic and Protestant. His literary studies and interest also continued to the day of his death.

He married in 1844 a daughter of Judge Brown, of Kentucky, and after her death,

Adeline, daughter of C. F. V. Reeve, Esq., of Newburgh, N. Y.

His untimely death, at the age of fifty-six years, on the 14th of November, 1877,

filled the city with sadness, and called forth the warmest testimonials of love and appreciation from the bodies with which he had been associated.

ELIJAH B. SHERMAN, LL. D.

The early spirit of personal independence that carried the men who dwelt among the Green mountains into the war for American independence continues, in a great degree, to individualize the sons of Vermont. Isolation, dependence upon their own resources, and the combativeness always developed by being the smaller, numerically, in great combinations of people, have, doubtless, had much to do in giving to these people their personal characteristics. But the spirit of the colonial days, the stimulation of its example, and the pride of inheriting the blood in which it first blazed, is still the strongest element in their intellectual and social make-up. Wherever they are found, in the army, in the professions, in business, or in society, there is a spirit and a manner that tells us whence they came and who their fathers were.

Hon. Elijah B. Sherman is the son and grandson of Vermonters. The grandfather, Ezra Sherman, a descendant, probably, of the Rev. John Sherman, moved from Connecticut into Vermont, and thus established the family in that State. The clergyman, who became the English colonist, was the American ancestor of the illustrious Sherman family, of whom Senator John Sherman and General William T. Sherman are two distinguished members, and was a cousin of John Sherman, the sea captain, from whom is descended Roger Sherman, one of the signers of the Declaration.

The Sherman who left Connecticut to go into Vermont was a farmer, and his son, Elias H. Sherman, following in his footsteps, became a farmer also. On the latter's farm at Fairfield, Vermont, on the 18th of June, 1832, was born the subject of this sketch.

His boyhood comprehended the almost invariable condition from which the energy of our large cities is each year recruited. He had ambition without apparent opportunity; a taste for literature without the means of feeding it; a predisposition to thoughtfulness without the ordinary scholastic channels to turn it into. But what he then supposed were limitations upon his life were, in reality, his highest opportunities. His youthful thoughtfulness, instead of being soaked up by books, turned in its isolation upon himself. With nature for a tutor, and himself and his surroundings for his studies, he found a school from which the city-bred boy is barred, and whence issue, year by year, the men who, in the city and country, make events.

At twenty-one years of age young Sherman had, by dint of study in the winter months, acquired a common school education, and after spending a year at Brandon Seminary and another at Burr Seminary at Manchester, he entered Middlebury college, from which he graduated in due course. He sustained himself, during this period, by teaching school a portion of each year; but, notwithstanding these inroads upon his time and energy, stood high among his fellow students and received a fair share of class and college honors. He has, on one occasion at least, been called back to his Alma Mater to deliver the address of honor of commencement week, and in recognition of his literary ability and successful career he, in 1885, received from the college the degree of LL. D., a compliment made significant by the fact that Middlebury has conferred that degree upon less than a half a dozen of her own children in the last thirty years.

The next few years were devoted to school teaching at Woodstock, followed by his taking charge of Brandon Seminary, where he remained until May, 1862, when he assisted in raising a company of 9th Vermont Infantry Regiment for service in the war. Though enlisting as a private soldier, he was made a lieutenant upon the organization of the regiment. Just before the battle of Antietam, his regiment was captured, and, the Confederates being forced to use all their available forces, the prisoners were paroled and sent to Camp Douglas, near Chicago, to await exchange.

This accident probably brought Mr. Sherman to Chicago. Waiting in idleness is not a part of his nature. He took up the study of law to fill the gap in events. His first insight into the science of jurisprudence revealed its present proportions and its historical vistas. His imagination was kindled, his passion for logical research aroused, and the ambition to become a lawyer was upon him. It seemed to have touched his poetic nature, and probably, even then, suggested the beautiful simile afterward embodied in an alumni address:

"As a warm oceanic current moves through the great sea in ceaseless rhythm, softening the rigors of the climate, and converting countries otherwise sterile and uninhabitable into fertile fields, teeming with verdure and life, in which commerce, manufactures and husbandry employ and develop the resources of the people, so the beneficent stream of justice flowing ceaselessly through the ocean of time, has rendered possible strong and enduring governments, promoted the general prosperity, awakened and excited ambition and hope, aroused the moral sensibilities, augmented religious sentiment, and clothed continents, otherwise barren, with the varied and attractive forms of civilized life."

His law studies were prosecuted at the office of A. D. Rich and in the law department of the University of Chicago, from which he graduated in 1864.

As a lawyer, and a master in chancery of

the United States circuit court, to which responsible position he was appointed by judges Harlan, Drummond and Blodgett in 1879, Mr. Sherman has exhibited an intellectual cast that marks our best jurists. His most prominent trait, perhaps, is an extraordinary quickness of perception. A lawyer unfolding to him a line of thought always sees, in the face of his listener, that the line is taken up and mastered as soon as uttered. To his perceptive faculty are linked a comprehensive grasp and the rare power of precise utterance. He never fails to impart the pleasure which comes from being exactly understood.

A master in chancery is, in every sense, an equity judge. For these duties Mr. Sherman combines admirable qualities. His nature is sympathetic. His intellectual powers are supplemented by an almost feminine tenderness and intuition. He has the sense of feeling, as well as the power of knowing, what is right and wrong in others, but these emotional endowments are dominated by the understanding.

In this case, as in so many others, we are called upon to regret that our faulty system of judiciary nominations and elections prevents the prevalence of the old practice of choosing judges from among those who have served the inestimable apprenticeship of a mastership in chancery. The very qualities of judicial dignity and discretion which go to make a fine master and would make him a splendid judge, unfit him for a descent into the arena of party politics and enlistment in the unworthy struggle for office.

One of Mr. Sherman's professional achievements was his successful attack upon irresponsible insurance companies. As the representative of the State auditor's office, he brought suit against several of these companies, and prosecuted them so vigorously that they were compelled to abandon their business. Some of these cases were taken to the State and national supreme tribunals, and the decisions therein rendered form a part of the recent judicial departure which

has so greatly enlarged legislative control over powerful corporations, theretofore suffered to become firmly entrenched behind prerogative and vested right. His standing among his fellow lawyers was shown by his election to the vice-presidency of the American Bar Association, and to the presidency of the Illinois Bar Association in 1882, before which he delivered an address that attracted wide attention.

In 1866 Mr. Sherman was married to Miss Hattie G. Lovering, daughter of S. M. Lovering, of Iowa Falls. One child sprang from this union, Bernis W. Sherman, now practicing law in Chicago. Mr. and Mrs. Sherman have, for almost thirty years, dispensed hospitality and exerted a social influence which are widely felt. The poetic side of Mr. Sherman's nature, his wit and kindly fellow feeling make him a delightful companion. He is never more at home, nor does he ever shine brighter, than when entertaining his guests, or moving among his fellow men. These qualities, probably as much as anything else, have brought into prominence in the Odd Fellows' organization, where he has held the highest offices including that of Grand Master of the Grand Lodge of Illinois. His connection with this order gave him an opportunity, when the great fire of 1871 occurred, to show his readiness for any new undertaking, and his executive force. While the fire was still burning he perceived the necessity of immediate relief from the outside; and his prompt action was largely instrumental in bringing to Chicago such contributions as relieved the necessities of the members of the order. Through a committee of which he was the secretary, was disbursed nearly a hundred thousand dollars to the victims of the fire. He is also a member of the Illinois Commandery of the Loyal Legion, of the Union League club, of several literary societies of high character, and has advanced to the 32d degree in masonry.

In 1876 Mr. Sherman was sent to the legislature as a Republican, and was assigned to one of the most important committees of

the house, that on the judiciary. In this capacity he assisted in securing the passage of the act establishing appellate courts, the wisdom of which is no longer debatable. During his second term also he was a member of the judiciary committee, and chairman of the committee on corporations; and during this term also paid his tribute to his old military love, by promoting the re-organization of the Illinois National Guard, and the establishment of a better military code for the State. In recognition of this service he was appointed judge advocate of the first brigade, in which position he served until 1884.

Mr. Sherman is pre-eminently literary and cultured. His public addresses are among the best productions of the day. His style is original and unique. He has the faculty of catching the pressure of thought, and, by the aptest word or phrase, transferring it to the printed page. How well he can turn into language what is in his own mind, is illustrated in the following sentence, taken from his Middlebury address:

"The processes of mind are essentially creative, not necessarily in the sense of originating ideas which did not before exist, but in the sense of a constant and ever increasing adaptation of existing faculties and powers to human needs and human happiness. Through countless ages, by successive formative processes, and with infinite patience, Nature has formed the habitation of man, and has given into his hands the keys of knowledge and the scepter of dominion, yet how slow he has been to comprehend himself or the universe about him: how tardy in exercising his legitimate powers and appreciating the destiny that awaits him. True, he has subdued and conserved some of the forces of Nature and taught them to do his bidding; he has simply opened the door and crossed the threshold of Nature's arena, but can only surmise what secrets are just beyond his limited vision."

In all his public addresses there shines the light of an aggressive patriotism. He is es-

entially an American, who believes in his country. He has the power of making his patriotism contagious. His addresses are pervaded with that fine and subtle quality which stirs his hearers and inspires them with the sentiments which inflame his own heart.

Mr. Sherman is a practical and accurate analyst of human thought and feeling. He knows what is at the basis of conduct, and he possesses the difficult art of photographing it for others. His address on Hawthorne's "Problem of Sin" is a masterpiece in its field. It evolves a philosophy of its own respecting the moral sense and moral responsibility, compactly expressed in the following paragraph:

"Intellectual powers exist at birth in some sense higher than as mere potentialities; they are ready to perform their normal functions as soon as they are stimulated by the presence of proper conditions. Precisely the same is true of the moral powers. The power of discrimination between good and evil is present in a quiescent state, and as soon as the mind is sufficiently developed the power of moral discrimination begins to

manifest itself and the moral quality of acts is perceived. It is not true that sin is at once a *sine qua non* of its existence and the *causa causans* of its creation. It is not true that every child is a Donatello."

This address alone would establish his reputation as a literary critic and a mental philosopher. This ready insight into human nature, aided by the poetic fancy he could not, if he wished, suppress, has made his many memorial addresses both just and touching. No lawyer at the Chicago bar is heard on memorial occasions with greater interest and more confident anticipation.

Mr. Sherman has been equally effective on lighter and more festive occasions. The annual banquet of the Sons of Vermont has always been brightened by his wit, and laughter and cheering always follow his artful admixture of humor and State pride. A Vermont dinner without Sherman would be like a clam dinner without McGregor.

As lawyer, orator, writer, critic and citizen, he fills a conspicuous place. He is worthy of the traditions of the State from which he hails, the distinction of the name he bears, and the high place which he fills so well.

AUGUSTUS CARPENTER.

While Mr. Carpenter has been for thirty years a resident of Chicago, and among her most enterprising and substantial citizens, his business interests have been so extensive and wide spread as to entitle him to claim identity with the great Northwest. He has been for thirty-five years connected with the lumber interests in several States, and for the last thirty-three years one of the most extensive manufacturers and largest dealers in lumber among the many enterprising men whose vigor and energy have made that one of the leading industries of the Northwest.

His career adds another to the thousands of illustrations which Chicago has furnished to the world, of the grand results which are

attained by intelligence, tact and perseverance, when applied to the building up of a great business under the favoring conditions which have, for half a century, attended all her enterprises. It is true that during this period unusual opportunities have opened to business men, but they have only yielded the meed of great success to those who have had the sagacity to perceive them and the boldness to push them to their best results. The history of the lumber business in the Northwest has been signalized by the enterprise and ability with which it has been pushed, by the extent and magnitude of its operations, and by the munificent reward it has brought to those who have persistently followed it.

The passing traveler, who sees the acres of lumber in trim piles that cover the yards along the river, and utters an exclamation of surprise at their number and extent, little appreciates the number and magnitude of the operations which they have undergone since standing as pine trees among the dense, far-off forests of Michigan, Wisconsin and Minnesota; how they have been cut into logs in the distant-logging camps; floated along narrow and crooked streams or through wide spread lakes to the mills; sawed into lumber by the whizzing circulars, or the ponderous gangs; edged, trimmed and rafted; towed through hundreds of miles in huge rafts, or loaded on lake-going vessels; piled on long railroad trains; and at last lifted, piece by piece, into the square and shapely piles of the yard. Here they season, and await the order which shall take them down, run them through the planer, and send them to some far distant prairie town, to build up the splendid stores and handsome dwellings that are rising to share in the business of a growing empire. To conduct successfully such an extended business requires not only large capital, but a tact and ability, which, if directed to the marshaling of military forces on the field, would bring glory to the commander. Indeed, the great lumbermen of the West are, more than any others engaged in industrial pursuits, the great captains of the age.

Mr. Carpenter was born on the 13th of June, 1825, in the town of Chateaugay, Franklin county, New York—a rough region in the extreme northern part of the State. His parents were Alanson and Eulialma (Nichols) Carpenter, people of moderate means, who gained a narrow living by the cultivation of a farm. The lad, as soon as his strength was equal to the task, joined in the work of the field during the busy season, while he was allowed to attend the neighborhood school during winters. He made so good use of these slender opportunities that he acquired a fair English education, which, improved by intercourse with

the world, attentive reading and the necessities of his business, has enabled him to hold a good position among the well-educated men of his time. His ambitious nature was not content with the prospect of a life devoted to tilling an unfruitful soil, among the hills of a back settlement. Rumors of vast enterprises and stirring life in the outer world reached his seclusion, and at the age of seventeen he left his home to seek his fortune in self-reliant labor. After some desultory efforts he determined upon a daring enterprise, no less than to join the train of gold seekers, which for two or three years had passed in a human tide across the plains, and he went by way of Panama to California. There he spent some three years in various enterprises, now in working the golden sands of the Yuba, and again in trade. His success was not so great as to tempt him to prolong his stay. Young though he was, not yet past twenty-eight, he had the good sense to see that a course of steady industry in a prosperous community at the East promised better results than the wild life and vacillating fortunes of a mining country.

Returning eastward in 1855, he settled at Monroe, Wisconsin, where he engaged in merchandising, diversifying the sale of goods with buying and selling cattle. A year or two of fairly prosperous business was succeeded by the panic of 1857, which checked all western industries and brought utter ruin to many. When the revulsion had spent its force he joined with his brother, William O. Carpenter, in establishing a retail lumber yard at Monroe. Two years experience in the new business satisfied him that it was a line which promised to yield fair returns and give suitable employment to his restless nature. It occurred to the reflective mind of the young lumberman that a location in a newer and virgin timbered region, where lands were still held by the government, would be a better location, even though for a time more remote from market. With this view he visited and explored the northern peninsula of Michigan and northern

Wisconsin, where, at the confluence of the Menominee with Green Bay, a region then inaccessible and little explored, he found a location that met his views. It was in 1861 that he purchased an interest in the business of Kirby & Stephenson, who had a small muly mill at Menominee with a capacity of barely 2,000,000 feet per season, and a retail yard for disposing of their product at Milwaukee. The style of the new firm was Kirby, Carpenter & Co. In 1863 a yard was established in Chicago, at the junction of the north branch with the river. In 1872 the business of the firm of Kirby, Carpenter & Co. was transferred to a corporation named "The Kirby-Carpenter Co.," of which company Mr. Carpenter was made president, which office he has held to the present time. As the business enlarged and new facilities were needed, a new and larger yard was opened at Twenty-second street, Chicago.

It would be a tedious and profitless task, in such an article as this, to follow Mr. Carpenter in all the multifarious details of his lumber business for over thirty years. The grand results gained show, amid the vicissitudes that have from time to time overtaken almost every business enterprise, with how great enterprise, foresight and prudence the vast business has been conducted. The little muly mill into which Mr. Carpenter bought has grown into three gigantic saw mills, running four circulars, three gangs and four band-saws. The output of 2,000,000 feet of lumber per year, has swollen to 115,000,000. The capital invested, from a few thousand dollars to more than four and a quarter millions. The timber belonging to the concern has aggregated 1,700,000,000 feet, with a present reserve of 800,000,000 feet. The business gives employment to from eight to twelve hundred men. Four hundred horses are kept busy hauling supplies and timber. Six farms are cultivated to produce feed, and large quantities are purchased besides. A grist mill is operated, dry kilns, and planing mills with a daily capacity of 50,000 feet are in constant operation. The piling

grounds cover fifty acres. The lumber sales in 1892 were 134,000,000 feet, and this was no more than an average year's trade. Such are some of the totals of this gigantic lumber business, which is managed with little friction and no apparent exertion by the single mind of this modest and undemonstrative gentleman.

As the railroad connections of the country became perfected, it ceased to be desirable to ship much of the lumber which once found a market in Chicago away from the mills by water. It could as well be distributed from the place of its manufacture. The headquarters of the business were accordingly removed to Menominee, where the greater part of the vast trade is now carried on, and where Mr. Carpenter is obliged to spend much time each summer.

The business qualities that are essential for the manager of so vast and intricate a business to possess are obvious. To breadth and comprehensiveness of mind, quickness to perceive opportunities and readiness to improve them, energy and push, there must be added a capacity for organization, as well as an attention to detail, that every part of the complicated machinery may move harmoniously. The difference between profit and loss in a great enterprise often turns on nice calculations of cost of production and small economies. He who neglects little things often fails in great ones. In all these qualities Mr. Carpenter excels. Under his quiet but efficient control the diversified operations of a great business move with the regularity and power of one of his great engines, he himself being the balance wheel that controls and steadies the action of all the parts.

Amidst his active business life Mr. Carpenter has found time and manifested an inclination to perform all the duties of good citizenship. He has been a Republican in politics, and alive to all the demands which the exigencies of a great and growing city cast upon her leading men. He is a fluent and agreeable speaker upon public occasions,

and an excellent presiding officer. He is firm in holding his own opinions yet tolerant of those held by others. He is broad-minded and intelligent on the questions that interest the public, and appreciative of all the interests that affect the welfare of the community. He has been president of the Citizens' Association, and of the Commercial and Union clubs. He has taken an active part in bringing about reforms in municipal affairs, and has actively and efficiently aided in whatever has been undertaken to raise the tone of morality among the people.

He was one of the incorporators of the Lumbermen's Exchange, and long served upon its board of directors, and was at one time its vice-president, at another its president and for many years served upon its executive committee. He has been and is a director of the First National bank of Chicago, and formerly for years president of the Lumberman's Mining company, operating at Iron Mountain, Michigan. At Menominee he is largely identified with public interests, being president of the Lumberman's National Bank of Menominee, and interested in other enterprises in that city.

In personal appearance Mr. Carpenter is tall, spare, of thoughtful mien, modest in deportment, quiet in manner, dignified in bearing, courteous in intercourse. His de-

meanor is that of one conscious of power, but in no way arrogant or self-assertive.

In 1863 he was married to Miss Elizabeth K. Kempton, of New Bedford, Mass. Soon after that event he established a home in Chicago, where he has since resided. At present the family residence is at No. 83 Cass street. Mrs. Carpenter has relieved her husband of much of the charitable work which falls to the lot of the well-to-do citizen. She has been especially interested in furnishing industrial employment to indigent women, and has been an active promoter of the Chicago Training School for Nurses, the Home for the Friendless, the Women's Exchange and the Women's Club. Of several of these organizations she has been presiding officer. She is a lady of great force of character, and has been prominent in the social life of the city.

There have been two children of the union—A. A. Carpenter, Jr., and Annie, wife of Mr. John C. Newell, of Chicago.

Though approaching sixty-nine years of age, Mr. Carpenter is still actively engaged in managing his business, with mental and physical powers unabated. So methodical and well ordered have been all his operations that he has not been a victim to the worry which besets those less happily constituted. He seems to have yet many years of active life before him.

CHARLES FREDERICK GUNTHER.

Whoever, associating the name Gunther with the delicate confections and toothsome dainties which his skill has compounded for the delight of delicate maidens and callow swains, should deem the possessor of the name only a candy maker would greatly underestimate the qualities of enterprise, artistic taste, archæological research and literary discrimination, which have made him something more than a prosperous business man, raising him to a plane akin to that of genius. The career which it is proposed

to sketch, though in limits too confined to bring out all its salient points, shows a man of remarkable versatility, of wide experience through personal contact with divers peoples, of delicate appreciation of artistic qualities, and of open-handed liberality in the acquisition of whatever he has found rare, curious and illustrative among the unique treasures of the lands he has visited. In him will be found combined the persistence of the German, the versatility of the Yankee and the enterprise of the westerner.

Mr. Gunther is of German ancestry, born at Wildberg, in Wurtemberg, on the 6th of March, 1837. His parents came to America when the son was five years old, and, tarrying a few years in Pennsylvania, at last settled in Peru, Ill., in 1850. It was while the family was living in Somerset Co., Pa., that the lad, then but a little past ten years of age, had his first experience in winning a livelihood. It was in riding over the mountains, carrying the daily mail, a route of twenty miles and return, for which he received twenty-five cents per day. His parents gave their son such advantages of education as their isolated and unsettled condition permitted. Both in early boyhood in Pennsylvania and at mature age in Peru, he attended private schools, gaining such rudiments of knowledge as enabled him, with the aid of an eager and studious mind and reading and observation, to acquire a wide but somewhat desultory education. His taste was refined, his understanding broadened, and his faculties sharpened, rather than his mind stored with the learning which is supposed to come with a liberal education. He had scarcely attained his fourteenth year when he commenced the serious business of life, at first as clerk in a country store, then in a drug store, where he gained the art of pharmacy and a knowledge of some of the rudiments of medicine. Next he was manager of the post office at Peru, and finally entered a banking house in that town, where he remained five years, during the last three of which he occupied the cashier's desk. One of the leading industries of the place, where he passed ten years, was the packing of ice and its shipment to southern markets along the Mississippi river. The transaction of business at the bank had brought the young cashier into acquaintance with prominent men from the South, and he was allured, by the prosperity and prospects of that section of the country, to go South, and in 1860 he took up his residence at Memphis, engaging with a prominent firm of ice dealers in that city. The political events

that were crowding the Nation into a sectional war did not allow a long continuance in the quiet commercial life which he had entered in Tennessee. With the breaking out of hostilities, when every able-bodied man was called into the service of the Confederacy, the business was broken up; and, unable to escape through the cordon of fortified lines which each party had established, Mr. Gunther accepted the least belligerent service that offered, and became purchasing agent and acting purser of the steamer, "Rose Douglas," in the Confederate service. The vessel navigated many of the southern rivers, and met a variety of startling encounters which no other kind of life could parallel. At last, blockaded in the Arkansas river by the Federal gun boats, the little steamboat, with his crew, was captured at Van Buren, Arkansas. As soon as an exchange could be effected Mr. Gunther was liberated, and, experiencing only kind and courteous treatment from the Union officers, whose guest he was, he made his way north and found himself again at Peru.

He soon secured a position in a banking house at Peoria, which after a brief time he resigned to accept a position as a commercial traveler from Chicago in the fall of 1863. The first house he represented was that of C. W. Sanford, who was engaged in the manufacture and sale of confectionery. Mr. Gunther packed his samples and went on the road, visiting the principal cities of the South, again open to commercial intercourse, and also traveling through Ohio, Michigan, Indiana, West Virginia and Kentucky.

In the intervals of his business trips, and after he entered upon a successful business of his own, Mr. Gunther visited Europe, where he passed with rapid steps from one country to another, and extended his visits into the north of Africa, Egypt, the Holy Land and the Orient, the south seas, China and Japan. Scarcely a part of the eastern world open to travelers was left unseen. He mingled with the people and readily acquired the languages of the countries visited, and gathered, wher-

ever he went, rare treasures of art, of antiquity, of bibliography, and of whatever struck his fancy as curious or illustrative.

Mr. Gunther next entered the employment of a Chicago firm engaged in an extensive wholesale grocery trade, whom he represented for two years on the road. The employment was less to his taste than that in which he had first been employed, and he engaged with a firm of New York confectioners, whom he represented throughout New England, the middle and western States.

His connection with the confectionery trade, at first seemingly accidental, had given him a knowledge of the delicate arts which make the business attractive, and his extensive travels among the refined people of both continents had taught him by accurate observation of their tastes, many secrets of composition which give to confections their delicacy and piquancy. Profiting by these acquisitions, he decided to abandon the road, and undertake the business on his own account.

In the fall of 1868 Mr. Gunther opened a confectionery store at No. 125 Clark street, where he prepared and offered for sale the most delicate and toothsome confectionery that had ever been put on the market in Chicago. He made his store attractive, and the many novelties that he offered drew a large and profitable trade. He originated and introduced caramels, which soon became the rage throughout the country.

The great fire of 1871 destroyed his store, suspended his business and stripped him almost entirely of resources, but it did not dishearten or seriously discourage him. He soon re-established his business and took up again the role of manufacturer and merchant. From that time to the present the business, diligently pursued, conducted with rare adaptation to the public taste and partaking of an almost exquisite artistic quality, has prospered, yielding its proprietor a comfortable fortune, and linking his fame with the consummate preparations that have borne

his name and stamp. The store, now at 212 State street, from which his goods are dispensed, is a veritable palace of sweets. It glitters with crystals, flashing at night, under the brilliant glare of electric lights, and dazzling the eye of the beholder. There one almost perceives, realized in actual display, the wonders of the "thousand and one nights" of Arabian tales.

A signal display of enterprise on the part of the merchants of Chicago was the sending, in 1879, of a commission to Mexico to cultivate commercial relations with her people and draw closer the cords of amity and neighborhood. Mr. Gunther was a leading member of the commission, and, besides attending to its commercial object, he availed himself of the opportunity to add to his unique collection specimens of the antiquities and arts of the Mexican people.

When the Columbian Exposition had been decided on and located in Chicago, Mr. Gunther thought of a novel addition to the attractions which should cluster around it. It was no less than the removal of Libby Prison to Chicago and its re-erection as a museum of relics and trophies of the war, of the barbarities of which it has left so keen an appreciation in the memories and so ineffaceable impressions in the wrecked health of thousands of its prisoners.

Enlisting other enterprising business men in the enterprise, an association was formed, the funds provided, and the old structure was removed and re-erected in Chicago. Whoever has visited it and examined the relics, the antiquities, the treasures of art, which are displayed, will need no other description of the varied acquisitions which the busy hands and cunning brain of its president have gathered from all lands; the curiosities exhibited being mainly the private collection of Mr. Gunther, loaned for exhibition. The latter embraces original historical portraits of almost priceless value, antiquities in parchment and papyrus rolls, maps, manuscripts of celebrated authors, a rare variety of Bibles and other books, and

historical collections of great variety and value. They would enrich the collections of the most renowned libraries, and can hardly be equaled in that of any private gentleman.

As may be conjectured from the tastes and labors of this unique man, he possesses rare social qualities. Since his early life in Peru, he has been a prominent member of the Masonic order, having attained its highest or 33rd degree. He is a member of the Union League and of the Iroquois clubs; of the Historical Society and of the Academy of Science, Athletic club and Church club.

His political affiliations were with the Republican party in its early days and he voted for Lincoln for a second term; later being a believer in tariff for revenue only, he was a supporter of Grover Cleveland. He is a member of Grace Episcopal church, and a liberal contributor both from his purse and in personal attention to charitable and philanthropic objects.

The domestic relations of Mr. Gunther are almost ideal. No sooner was he established in business, in 1869, than he contracted marriage with Miss Jennie Burnell, of Lima, Indiana. Mrs. Gunther is a refined and highly educated lady, who graces the house and adorns the social circles in which she moves. She is indefatigable in the beneficent enterprises of the church and an almoner of the abundant charities, which the liberality of her husband enables her to dispense. Two sons, now entering upon manhood, Burnell and Whitman Gunther, students at Yale, are the fruits of the union.

Mr. Gunther's success has been the result of his own exertions, guided, no doubt, by a natural endowment as admirable as it is rare. He has attained success in business, high social position, and, what is the highest tribute to his many estimable qualities, the love of his friends and the esteem of the best members of society.

JOHN T. PIRIE.

There is no such word as luck in the lexicon of business men, for experience has taught them most convincingly that success is the result of persistent application of intelligent methods that demand time for their development. To executive ability and organizing sense must be added public confidence and a thorough knowledge of the field to be occupied, which latter can be gained only by gradual and steady approaches. Sudden acquisition of wealth is of rare occurrence and usually followed by speedy and irremediable collapse. In any event none would intimate that John T. Pirie, the widely known head of the great mercantile house of Carson, Pirie, Scott & Co., owes his distinction to any adventitious aid. His present enviable position is due to Scotch thrift, manly energy, sterling honesty, inflexible sense of justice, tireless energy and intimate acquaintance with business methods. His sole capital when he started out in

life was the heritage of a good name, supplemented with courage to endure, strength to labor and patience to wait. Mr. Pirie had the good fortune to be born of worthy parents, his father, Allen Pirie, being an industrious and skilled cabinet-maker, joiner and upholsterer of Errol, Scotland, where he himself was born August 26, 1827, and his mother, Mary (Hawkins) Pirie, whose family was from York, England, a sensible and frugal woman. His educational training, restricted to the parish school of the Presbyterian church in his native village, ended at the age of thirteen, when he began to be self-supporting, his first wages being earned in a ship-broker's office at Glasgow. The narrow range of this work was too limited for the future merchant prince, who early developed a strong craving for trade, and two years later, at his urgent request, was placed in the dry goods store of his maternal uncle, Henry Hawkins, at Newry, Ire-

land. After acquiring a fairly good knowledge of the business, he became a salesman in the house of John Arnott & Co., of Belfast, where his steady habits, earnest work and wide understanding soon so impressed his employers that they promoted him to the position of buyer for one of the departments of the extensive business. From the beginning he was persuaded that the calling of a merchant is honorable and demands the complete application of all one's energies. This spirit was so apparent in all his actions that his reputation extended far and wide, bringing him flattering offers, that would have turned the head of most young men. But he pursued an even course, investigating for himself and reaching conclusions with deliberation, accepting such propositions as seemed to him best. At length he and Samuel Carson, a fellow clerk, decided to go into the retail dry goods business for themselves at Cookstown, Ireland, the arrangement going as far as the choice of a location and the payment of six months rent in advance. At this juncture, Robert Murray, a friend of their youth, who had settled some years before in America and was then on a visit to his old home, convinced them that it would be more profitable to renounce this enterprise, forfeit their rent and try their fortune in the new world. The young men were the readier to be persuaded because they were unmarried and had no special ties to bind them to Ireland. They set sail from Belfast, August 26, 1854, and arrived safely in New York city, where they secured positions in the dry goods house of James Beck & Co. But Mr. Pirie chafed under service, although his employers had been uniformly kind and he had been measurably successful. Hence, after a few months stay with Beck & Co., he, with Mr. Carson, went to Peru, Ill., where they were warmly received by Mr. Murray, who, in the following spring, assisted them to a small credit, with which they opened a store at La Salle, Ill. They remained there but three months, Mr. Pirie having seen better opportunity at Amboy, in

an adjoining county, which had begun to take on rapid growth in consequence of the advent of the Illinois Central railroad and the promise of railroad shops there. This promise was realized, and the surrounding country was peopled with well-to-do farmers; so that at the expiration of ten years, upon striking a balance, they found themselves possessed of \$50,000. Mr. Pirie has never permitted himself to be seduced by the alluring offers of speculation, not even in real estate, but has always had a praiseworthy ambition to broaden and widen his business within legitimate limits. Now, in 1864, he realized that all the business within the range of Amboy had been practically absorbed, and if he would extend his trade he must seek a new field. Chicago loomed before him as a city, which, always fast growing, had recently assumed renewed vigor and was rapidly increasing in commercial and mercantile importance through the impulse then given to railroad extension and the rapid settlement and improvement of the western country. Mr. Carson, readily acceding to the suggestion of Mr. Pirie, they came to this city and opened a store with a stock of goods at No. 20 Lake street. It may here be stated that the attachment between Mr. Carson and Mr. Pirie was very close, ending only with the death, in 1869, of the former, the strength of which on the part of Mr. Pirie is shown in the fact that although twenty-three years have since elapsed, the name of Mr. Carson has been retained, first in the firm. This at the same time affords evidence of the modest estimate Mr. Pirie has of his own merits, as well as the delicacy of his feelings, because he has always been the head and front of the great house. Enlarged facilities and a greater market only served to stimulate Mr. Pirie to renewed exertion and the jobbing business grew apace. The retail branch houses, previously established, were maintained at Amboy, Polo and Mendota, all in Illinois, under the charge of George and Robert Scott, brothers, who were warm friends of Messrs. Carson and Pirie from ear-

liest business experiences and whose knowledge of business had been acquired at Newry, Ireland. They had been made members of the firm in 1859, and had proven themselves from the beginning men of superior business capacity; hence, when the greatly increased trade demanded the presence in Chicago of able assistance the Scott brothers were sent for, and they have remained here ever since, proving themselves efficient coadjutors in the building up of the present mammoth enterprise. About this time the firm name was changed to Carson, Pirie, Scott & Co., and has so remained ever since. In the year 1865, extending business demanded the presence of Mr. Pirie in New York, where he has lived, principally, ever since and from which he overlooks the general management of business and takes care of its finances; the Scott brothers having had entire charge of the mercantile department in Chicago ever since the death of Mr. Carson. Of Mr. Pirie it can be truthfully said that every step he has taken has been for the betterment of himself and the firm. From Glasgow to Newry, and thence to Belfast, Cookstown, New York City, Peru, La Salle, Amboy, and finally Chicago, with the various changes made in the latter city—all these movements have proved advance steps. Again, he has escaped serious losses of every kind, if there be excepted the reverses occasioned by the burning of the entire establishment in 1868, and that of the great fire of 1871, neither of which could have been prevented by any possible precaution. Never did the superb qualities of Mr. Pirie show to such advantage as upon these two occasions. In an incredibly short time after the first affliction a new place of business was opened at the corner of Wabash avenue and Randolph street, and indomitably the extension of trade went on, aided by the shrewdness, skill and acute observation of Mr. Pirie. While in the midst of tireless, energizing work, there came the holocaust of flame which swept away all the great stock, except \$50,000 worth of goods that twice had

been removed to different parts of the city to escape the remorseless sea of fire, and was finally saved in a barn on Wabash avenue, near Sixteenth street. While many merchants gave up in sheer despair, and others seemed paralyzed over their losses, Mr. Pirie, seemingly unmoved by the catastrophe that involved the loss of one-half of the capital of the firm, went right along, merely asking a few months' extension on the credits, which was readily granted, and this paper was all promptly taken up when it matured. A wholesale and retail house was quickly started on West Madison street, and another store, exclusively retail, was opened on Twenty-second street. Great difficulty was experienced in securing a suitable site for the downtown wholesale house, which was not secured until the spring of 1872, when the block at No. 202 East Madison street was rented, but vacated in the following year, because it was inadequate for growing requirements, and the capacious building at the northeast corner of Franklin and Madison streets was leased and occupied until 1891, proving the theatre of unexampled success. At the expiration of this time, more desirable quarters were secured at the northwest corner of Franklin and Adams streets, where the firm is now located. In the year 1873 the two retail houses were consolidated and placed under the management of Mr. Andrew McLeish, at West Madison and Peoria streets, remaining there until 1888, when it was transferred to the building at the corner of Wabash avenue and Adams street. In 1883 the firm purchased the business of Charles Gossage & Co., at the southwest corner of State and Washington streets, and continued it under the old name until 1890, when the old building having been greatly enlarged and reconstructed into one of the most elegant retail store structures in America, and the Wabash avenue and Adams street corner having been consolidated with it, the name of the present firm was substituted. At the beginning of 1891

several trusted employes, who had been with the firm for a number of years, were taken into partnership. The excellent judgment of Mr. Pirie has been shown in the choice of business partners as well as in employes. He has always insisted upon rigid adherence to what may be termed civil service promotion, employes being advanced upon their merits, and their attachment to the house is very marked, many of them having been with it for upwards of a quarter of a century. Consciousness of being secure in their places as long as they are faithful, with certainty of betterment of condition as stimulus to renewed energy, bring best results. The great army of nearly 2,000 persons in the service of the firm will show an unusually large number of exceptionally meritorious cases. When Mr. Pirie first went to New York he gave his entire time to buying goods for the various departments of the firm, but as business grew he surrendered, one by one, these departments to competent buyers, until now his energies are devoted exclusively to the management of the finances. The growth of the business of the firm has been phenomenal; the total sales for the first year in Chicago being but \$500,000, while the sales for the year 1892, reach nearly \$20,000,000, and branch offices for the purchase of goods are maintained at New York city, Chemnitz, Germany; Paris, France; and Manchester, England. Mr. Pirie would resent any imputation upon his claim to Chicago citizenship, although the demands of business keep him in New York the most of his time. Equally would Chicagoans repel with indignation the intimation that he owes allegiance elsewhere. He loves the city by the great lake and is proud of its marvelous growth and matchless achievements, and, doubtless has deep down in his heart a purpose to settle here ultimately and remain with this people until the end. Those whose acquaintance with him is limited to the business circle can form no adequate conception of the man. Essentially a man of business, and devoted to it from conscientious conviction

that whatsoever his hand findeth to do it shall be done with all his might righteously, yet, when its hours are over he is altogether a person of the home and family. Always kind and considerate, gentle and gentlemanly, it is in the home circle that John Pirie is seen to best advantage. The club has no attraction for him, nor is he drawn by society; but the home is before and beyond all. He was most happy in the choice of a wife, having married at Amboy, Ill., in 1857, Miss Sarah Carson, who has borne him a most interesting family of four sons and three daughters. Besides a most attractive residence in New York city, he has a delightfully pleasant country place at Sea Cliff, Long Island, looking out upon the Sound, to which he retreats when the burden of business grows too heavy. He has traveled much, but in most all his journeys his wife has been his companion. She and the children complete the sum of the value of living, and the content, peace and happiness of his home is proverbial among his host of friends. The somewhat limited education of early youth has been supplemented with extensive reading, wide observation, extended converse with intelligent men and much travel, which have broadened his mind into comprehensive knowledge of a great variety of subjects, upon which he can speak with clearness and charm of expression. Mr. Pirie was brought up in the Presbyterian faith, but subsequent to his marriage united with the Baptist church, of which his wife is a member. He has a strong attachment for the country of his adoption and his interest in all public affairs is deep and abiding. The political opinions he holds are grounded in a faith that comes of much thought and study and he is from conviction a Republican, although taking no open nor active part in election campaigns. The life work of Mr. Pirie, although extended and arduous, leaves him strong and alert, with faith unshaken in humanity and with heart untainted of avarice. A marked and beautiful trait in his character is his attachment

for his family, which extends to all his relations and is manifested in unostentatious aid to those requiring it and in affection and sympathy for all. At an age when most business men have retired or are preparing to do so it is doubtful if such a thought has ever entered his head, his being a sturdy, persistent and conscientious nature that has

supreme faith in the continuity as well as the dignity of labor. Never stronger or braver or better qualified than now for the work of his hands, it is probable that he will continue in active service for yet many years before retiring, if, indeed, he do not remain in it until the final end.

SAMUEL E. GROSS.

This name has become as familiar to the present generation of Chicagoans as a household word, being indissolubly associated in the mind of the public with many great enterprises, which have not only added to the city's greatness, but have also placed comfortable homes within reach of the industrial classes, and have incidentally added to the projector's wealth. His biography is a record of great achievements, accomplished before their architect reached the age when slower minds are beginning to comprehend life's possibilities.

Samuel E. Gross is a native of Pennsylvania, having first seen the light on a property known as the "Mansion Farm" in Dauphin county, in that State, on November 11, 1843.

The records of Montgomery county, Pa., show that one, Joseph Gross, owned property and paid taxes thereon fifty years before the American revolution. It is from him that the eminent founder of Chicago's suburbs claims direct lineage. Joseph Gross' grandson—who was the great grandfather of Samuel E. Gross—served with distinction during the war for independence, his commission as captain bearing the autograph of John Hancock, then the governor of Pennsylvania. After the war had ended Captain Gross removed to Dauphin county, where, besides owning considerable real estate, he acquired valuable interests in mills, iron forges, and other properties of like character. The maiden name of the lady whom he married was Sahler. On the paternal side

she was of Holland stock, while her mother traced her ancestry to the Huguenots, being allied with the Du Bois family, whose wealth and influence were recognized around Kingston, N. Y., as early as the close of the first half of the seventeenth century. Mr. Samuel E. Gross' mother was Elizabeth Eberly, who was of German descent and whose family played no unimportant role in the material and moral development of Pennsylvania since 1725.

When young Samuel was a mere child of three years his parents determined to make their home in Illinois. They first settled in Bureau county, but later took up their residence in Carroll. In was in the district schools of Bureau and Carroll counties, and at the Mount Carroll Seminary that their boy acquired his rudimentary education.

Before he had completed his eighteenth year the country was quivering in the throes of civil war; and young Gross, his patriotism and his desire for adventure both aroused, enlisted in the Union army and accompanied his regiment—the Forty-first Illinois infantry—to Missouri. His parents, however, objected to his remaining in the service because of his youth, and at their request he was mustered out of the service, and sent to complete his studies at Whitehall Academy, Cumberland county, Pennsylvania. He continued a pupil of that institution until Lee's invasion in June, 1863, when he again enlisted, being commissioned first lieutenant of Company D, in the Twentieth Pennsylvania cavalry. He participated

in the pursuit of the retreating rebels into Virginia, and on February 17, 1864, he earned his promotion to a captaincy (that of Company K of the same regiment) by gallant conduct on the field. He participated in the engagements of Piedmont, Lynchburg, Ashby's Gap and Winchester, besides many others. He was finally mustered out of the service at Cloud's Mills, Virginia, July 13, 1865.

Looking over the country for a place in which to locate, his attention was attracted by the natural advantages of Chicago, and in September, 1865, he took up his residence here. He at once matriculated at the Union College of Law, and one year later was admitted to the bar. Meanwhile, he had purchased a few lots, by way of investment, and in 1867 he built upon them. Other purchases followed his first venture and he gradually came to devote himself to the real estate business more and more. In this his sagacity and energy soon won for him financial success and commercial prominence. He has always taken a deep interest in all projects looking toward the benefiting and beautifying of the city of his adoption. In 1868-9, he took a leading part in establishing and energetically pushing to completion the system of parks and boulevards which forms one of Chicago's chief adornments.

His experience in the great fire of 1871 was a memorable one. Gathering together as many of his valuable papers—deeds, abstracts of titles, etc., as possible, and jumping into a row-boat, he succeeded in reaching a tug-boat lying out in the river, where he stored them. With characteristic determination, no sooner had the ashes of the flame-swept city cooled, than he returned to the spot where twisted girders and fragments of *debris* marked the location of his former office, and once more embarked in business.

When the panic of 1873 made its paralyzing influence felt upon all descriptions of trade, Mr. Gross began more and more to interest himself in literary avocations, scientific research and politic-economic studies.

He patented various inventions relating to maps and street pavings, besides designing some valuable mathematical instruments.

But, with the revival of business in 1879, his vast reserve force of nervous energy would not suffer him to stand aloof. It was at this time that he resolved to devote himself exclusively to operations in realty, and with this end in view he closed out all his other interests. His methods of procedure were, at the time, novel, but they have proved successful beyond what might have been conceived at the outset. His plan has been to purchase large acre tracts on the outskirts of the city and along the lines of the principal railroads, upon which he plats villages, lays out streets and parks, erects railway stations and public buildings, and makes other substantial improvements. The first of these was Gross Park, on the Chicago & Northwestern railway, which within the ten years following could boast of a population of 5,000. Besides selling the lots unimproved, he built homes for people in moderate circumstances, which the latter might purchase by payment in installments. The plan was no sooner inaugurated than to such an extent did it command popular favor, that it has since been adopted by nearly every sub-divider in America. During the first year of the experiment he sold three hundred houses. This number was multiplied ten-fold during the two years following, and the business has steadily increased in an annually growing ratio. In this way have been built up districts theretofore unimproved, and which would have remained comparatively worthless, had their development been left to individual effort. Some of the attractive villages founded by him have since, by annexation, become part of the city itself. Brookdale, Calumet Heights, Dauphin Park, "Under the Linden" and "magnetic" Grossdale (the latter formerly a farm of five hundred acres) are monuments to his foresight, his energy and his liberal business methods. Besides these enterprises, he has erected over three hundred houses near Archer avenue and Thirty-

ninth street, besides improving a forty-acre sub-division on Ashland avenue, and a large district near Humboldt Park. His latest venture, and one which has outstripped his former ones in point of speedy success, is the "Queen Suburb," Hollywood, eleven miles from the city's centre, on the C. B. & Q. railway, shut in on three sides by virgin forests and the two branches of the Desplaines river, and bounded upon the west by the magnificent improvements of Grossdale and upon the east by picturesque Riverside, one of the wealthiest of Chicago's suburbs. The system of flowering parks and winding boulevards, the latter macadamized, along which have been set out thousands of shade trees, the fine depot, residences and public buildings, have made Hollywood a very attractive point to home and investment seekers; so much so indeed that although not opened to public sale till August, 1893, the whole suburb was more than three-fourths sold out in the first nine months subsequent to that date. It had been the "record-breaker" of all Chicago's suburbs.

He is now the owner of more than one hundred and fifty subdivisions, containing some 24,000 lots, and his wealth is estimated at from \$3,000,000 to \$4,000,000. One principal cause of the unparalleled success which has characterized Mr. Gross' career from the outset is his well merited reputation for generous dealing with his *clientele*, it being said of him that he has never foreclosed a mortgage.

Although immersed in business, with so many vast interests claiming his thoughtful attention and demanding much of his time, Mr. Gross yet finds leisure to devote to those domestic and social relations in which he finds his chief enjoyment. He is a member of the Chicago Union, Athletic, Marquette, Iroquois and Washington Park clubs; a patron of the Art Institute and Humane Society; a member of the U. S. Grant Post,

No. 28, of the G. A. R., as well as of the Western Army of the Potomac and of the Sons of the American Revolution. He was recently elected the first captain of the Chicago Continental Guards, a military organization composed wholly of direct descendants of revolutionary patriots. He is moreover, connected with various benevolent societies in either an official or individual capacity. The breadth of his humanitarian sympathy is illustrated by the fact that in 1889 the United Workingmen's Societies tendered him their nomination for the mayoralty, which a pressure of private business compelled him to decline. In January, 1874, he married Miss Emily Brown, a descendant of an ancient English family.

Mr. Gross has been an extensive traveler. He first visited Europe in 1886, when, during the course of a four months' tour, he carefully studied the old-world methods of building and municipal development. In 1889 he made a tour through Mexico and the Pacific Slope of the United States, later in the same year crossing the Atlantic and devoting much attention to the Paris Exposition. In 1892 he again enjoyed a European tour, extending his travels to the cities of the Orient.

Wherever he has gone he has found that his reputation had preceded him, and in both Mexico and Europe he was the recipient of flattering offers to undertake mammoth enterprises in connection with the development of real estate. He is, however, before all things else, an American; after that a lover of the city which he has helped to build up; and Chicago yet claims him among her eminent sons.

In physique he is robust; in character, positive yet not dogmatic; in intellect, intuitive and far-sighted; in disposition, genial; in tastes, cultivated and refined; and in his relations to his fellow-men at once upright and liberal. Fortunate is the city that can point to such men as her exemplars.

URI BALCOM.

The Balcom family, of which Uri Balcom was a representative in the West, is ancient and sturdy. Henry Balcom, a scion of an English family long resident in Kent, emigrated to America in 1661, and settled at Charlestown, Mass., in which vicinity four generations of the family were born. Henry Balcom, of the fifth generation, moved into the wilderness of Vermont, about the time the opening events of the revolution were passing. In August, 1777, he responded to the call of General Stork and carried a musket under his command at the battle of Bennington, and served in the continental line until the close of the Revolution. Two sons of the revolutionary hero, Francis and Samuel Balcom, penetrated the then dense wilderness of central New York, and settled in the town of Oxford, Chenango county, in 1789. The region was densely wooded and pathless; the nearest mill and place for purchasing supplies being Utica, sixty miles to the north. They were married and with infinite patience and labor made themselves homes, and became venerable while a new generation grew up about them.

Samuel Balcom raised nine children, all of whom were marked characters, and several became distinguished. One of them was Ransom, who studied law, and after practicing with great success in Oxford and Binghamton, was elevated to the bench and served with much distinction in the supreme court, and in the court of appeals of New York. Another, and the oldest son was an active business man, and in later life became a clergyman, while the youngest was a noted and rather eccentric evangelist, well known through central New York, and even extending his circuit through the western States.

Uri Balcom was one of the older sons. He was born at Oxford, May 17, 1815; there he grew to manhood. In early life he, with three brothers, pushed out from their home

in Chenango to the then new county of Steuben, where they engaged in lumbering among the pine forests of that wooded country.

Uri obtained extensive timber tracts, from which he cut the logs, sawed them into lumber, and floated the product in rafts to Baltimore, Harrisburgh and other markets. When the timber began to grow scarce along the upper waters of the Delaware and Susquehanna, Uri Balcom came West and, finding supplies of timber to his liking in Wisconsin, settled at Oconto about 1854. He was a member of the firm of Eldreds & Balcom, operating largely in pine. This firm was succeeded by that of Holt, Balcom & Calkins, but the interest of Calkins was soon bought by the other partners, who, under the style of Holt & Balcom, continued in business for over twenty years. The lumber cut of the Wisconsin mills was largely marketed in Chicago, where the company opened extensive yards. More conveniently to attend to this branch of the business, Mr. Balcom removed to this city in 1865, where he has ever since resided, and has for a quarter of a century been known as one of her most influential, popular and public-spirited citizens.

When the appeal to arms sounded through the country at the beginning of the civil war, it stirred the blood of this descendant of a revolutionary hero. Being himself too advanced in life to take the field, he raised a company of volunteers among the hardy lumbermen, and contributed by his great personal influence and liberal expenditures to the success of the Union cause.

Col. Balcom's father was a presidential elector in New York in the exciting campaign of 1840, that for the first time placed a Whig in the chair of State and revolutionized the politics of the country. The family was actively interested in politics, attached to the Whig party, and after its disruption

became Republicans. Col. Balcom was a stalwart Republican from the organization of that party, supporting the government in its war measures and in its reconstruction and economic policies after the close of the war. Some years since he retired from active business, though still attending to his private affairs with wonted care. He was a director of the Atlas National bank, in which, since its organization, he had a large interest.

Col. Balcom was a man of great energy of character, of enthusiasm, and popular among those who were fortunate enough to make his acquaintance. His social powers were pronounced. He was a member of the Commercial, Union League and Calumet

clubs, representing the business, political and social interests of the city.

Before removing to the West, Mr. Balcom married in Steuben county, New York, Miss Jane E. Besly, an estimable lady who has long occupied a prominent position in the highest social circles of the city. They had no children. The family home is an elegant mansion at No. 2027 Michigan avenue.

Mr. Balcom possessed the strong physical qualities characteristic of his family. Until the last year of his life he was vigorous in body and mind. As he approached the four score limit of life his powers became sensibly enfeebled, and on the first day of November, 1893, his life ended, in the seventy-ninth year of his age.

WILLIAM EMERSON STRONG.

Since the early colonial times, far back when the Puritans were leaving the British Isles in great numbers to escape a galling and persistent persecution for their religious opinions, and were crossing the wide and tempestuous ocean and landing on the rocky coast of New England, the Strong family has been one of the most prominent of the English race on this side of the Atlantic. Still further back, before an English settlement had been founded on this hemisphere, certainly as early as 1545, members of the family had been distinguished in the civil and military annals of Great Britain, were faithful supporters of the Crown and defenders of the faith, and were honored by their sovereign with various commissions, emoluments and promotions as rewards for gallant military service and upright citizenship. There is good evidence to support the belief that the name was originally Mc-Strachan, and that by successive changes it became Strachan, Strachn, and finally Strong. As far back as the family genealogy can be traced, England, Scotland and Ireland each had a branch of the family, and the three branches, still further back, were probably

closely connected by consanguineous ties, though it is possible that two or more localities may have originated a name of such evident signification. As far back as the family records have been followed, each had a separate crest, but there is such a striking similarity in the three that their common origin is suggested if not proved. The principal figure is an eagle with its wings outspread, and this constitutes the most striking feature of the crest of each of the branches. But here the similarity ceases. The crest of the English branch, from which division the Stronges of the United States trace their descent, may be described as, "a mural coronet, gold; a demi-eagle, wings outspread, gold." The rim of the coronet is made to resemble a battlement, and the coronet was no doubt bestowed upon a member of the family as a military reward for having gallantly scaled, or forced a breach through, the walls of the enemy. Tradition says that the motto of the family was "*Tentanda via est*," meaning "A way must be tried," or "Try, try again." This is the motto of the Strong family of Lyman Abbey; but there is no certain evidence that the founder of the branch

in this country was connected with that at Lyman Abbey. However, it is presumable that all bearing the name originated from a common stock, and that all, therefore, may claim a share of the ancient or mediæval family renown.

The first of the name to cross the Atlantic was John Strong who was born at Taunton, England, in 1605, and was the son of Richard, whose father was a Roman Catholic and lived to a great age. Embarking at Plymouth, England, March 20, 1630, John Strong, after a tempestuous voyage of over seventy days during which the good ship "Mary and John" was driven far out of its course, was landed unexpectedly at Nantasket, Mass., May 30, 1630. He first resided at Dorchester, which town he helped to found, but in 1633 moved to Hingham, Mass., in 1638 to Cohannett, Mass., which was afterward called Taunton; in 1645 to Windsor, Conn., all of which towns he assisted in founding, and in 1659 to Northampton, Mass., where he lived for forty years, following the occupation of a tanner. On the colonial records his name was spelled both Strong and Stronge, and he was often required to serve as a juror in the commissioner's court. In 1638 he was chosen constable of Cohannett, or Taunton, and in 1669 was appointed one of a committee of seven to divide certain lands at Hadley, a portion of which was set apart for the maintainance of a new minister. He was a prominent church man and a conscientious worker for the advancement of the cause of Christianity, and is known to history as "Elder" John Strong, owing to the fact that on the 24th of June, 1663, he was, with due but simple ceremony, chosen ruling elder of his church. He was twice married, his first wife dying on the ocean, and his second wife being Abigail Ford, with whom he lived happily for fifty-eight years and by whom he had a family of sixteen children. He lived a useful and honorable life and passed away in 1699 at the advanced age of ninety-four years.

The direct line of descent from Elder

John Strong to Gen. William Emerson Strong is as follows: John, born in 1605; Samuel, born in 1652; Nehemiah, born in 1694; Simeon (senior), born in 1736; Simeon (junior), born in 1764; John E., born in 1802; William E., born August 10, 1840. Of this line, Simeon (senior) became a great lawyer at Amherst, Massachusetts. He graduated with distinction from Yale in 1756, at the age of twenty years, and immediately thereafter began the study of theology, and later was duly ordained to preach. Owing to a severe pulmonary complaint, he did not settle in the ministry anywhere though often invited, but continued to preach under special calls for several years. As a minister he was famous for his fire, eloquence, extraordinary power of extemporizing, and for his blameless conduct and consistent morals. He finally determined to study law, which he did under his kinsman, the very talented Col. John Worthington, of Springfield, Massachusetts, and in 1761 he was admitted to the bar. As a lawyer he had no superior in all New England. His wonderful gift of speaking extemporaneously, his pathos and eloquence, his searching analysis and pitiless logic, his rare legal learning and ripe scholarship, his fine presence and charming individuality, and his character, of the strictest integrity, placed him in the foremost rank of his profession. He was chosen by his fellow citizens to represent them in the general court from 1767 to 1769; became a State senator in 1793, and served as a justice of the supreme judicial court of Massachusetts from 1800 to 1805. By reason of his high character, great knowledge of the law and prominence in public affairs, he was granted the degree of Doctor of Laws by Harvard College in 1805. He died in that year at the age of sixty-nine. He was a cotemporary of his cousin Gov. Caleb Strong, of Massachusetts, the latter being fifth in another line of descent from Elder John Strong, the founder of the family in America.

John Emerson Strong, sixth in direct line

from Elder John Strong, was born in 1802 and in 1829 was united in marriage to Abigail Percival, daughter of Joseph Percival, of Sandwich, Massachusetts. Before his marriage he was engaged in merchandising at Amherst, Massachusetts, but in 1827 moved to Granville, New York, where he became a manufacturer of woolen goods and resided until 1849. He then removed to Lockport, New York, where he continued the latter business until 1853, when he came to the West and engaged in farming at Clinton, Wisconsin. He died at Racine in 1861, beloved for his fascinating social qualities and respected for his many virtues.

General William Emerson Strong was the seventh in direct line from Elder John Strong and was born at Granville, New York, in 1840. He was nearly thirteen years of age when his father moved to Clinton, Wisconsin, and was there put to work on the farm, doing a man's labor after reaching the age of fifteen years. He was educated at the common schools and prior to his seventeenth year attended Beloit College six months, and later Phillips Academy, Andover, Massachusetts, where he prepared himself for college. In 1856 he entered the law office of Strong & Fuller, of Racine, and there pursued his studies as he could spare the time, performing the duties of a clerk to help defray his expenses, until 1861, when he successfully passed the required examination and was admitted to the Bar.

It was his intention to enter Harvard College the following September, having passed his examination for the Sophomore year at Phillips Academy, but, receiving severe injuries from a fall while exercising, his entry into Harvard was thereby postponed, and, a little later, the call for troops in defense of the Union changed his plans and the whole current of his life. He was twenty years of age, able, patriotic, adventurous and endowed with the courage and instinct of a military man, and accordingly, at the first request for troops, he issued a call for volunteers and soon had a full company enrolled,

of which he was elected captain. His command was accepted and assigned to the Second Wisconsin regiment as Company F, and later was attached to the brigade of Col. William Tecumseh Sherman, with which body of troops he participated in the engagement at Blackburn's Ford, July 18, and at Bull Run, July 21.

From the 24th of April until the 12th of September he served as captain of Company F, participating in all the memorable movements of his gallant command. One day, while engaged in extending his pickets, he was surprised and captured by five confederates. He was asked to deliver up his pistols, whereupon he replied "Certainly, gentlemen," and pulling them out suddenly shot and killed three of his captors before they could recover themselves and, put the other two to swift and unceremonious flight. The audacity of this act was the reason of its success, and was characteristic of all the military performances of General Strong, who owed his military advancement to his coolness, courage, audacity in moments of extreme peril, and conspicuous soldierly qualities and conduct. His first wound was a gun shot through the cheek, which cut a furrow in his tongue, but failed to stop his commands to his company or his cheers for the old flag. On the 12th of September, 1861, he received his commission as major of the Second Wisconsin regiment of volunteers. In October, 1862, owing to his known skill, readiness and ability, he was changed to special detail and was assigned to duty on the staff of General Kean as inspector-general, Sixth Division, Army of the Tennessee, and as such served acceptably for two months. He was then transferred on special duty to the staff of General J. B. McPherson, where he became inspector-general of the right wing, Army of the Tennessee. On February 10, 1863, he was commissioned lieutenant-colonel and assistant-inspector general of the Seventeenth Army Corps, Army of the Tennessee, and on April 20, 1864, was appointed inspector-general of the

department and of the Army of the Tennessee, and as such served until the close of the war, May 19, 1864. Besides these general duties he served as chief staff to General O. O. Hotard during the march from Atlanta to the sea, and in the Carolinas. He was commissioned lieutenant-colonel of the Second Wisconsin regiment in 1864, was brevetted colonel to date from September 1, 1864, and brigadier-general to rank from March 21, 1865. From May 19, 1865, to September 1, 1866, the war having ended, he was assigned to duty under General Howard as inspector-general of the Freedmen's Bureau, and at the latter date was honorably mustered out after five years, four months and seven days of active, gallant and honorable service.

During the war he participated in the following movements, campaigns, skirmishes and battles: Blackburn's Ford, July 18, 1861; Bull Run, July 21, 1861; Port Gibson, May 1; Raymond, May 12; Jackson, May 14; Champion's Hill, May 16; Black River Bridge, May 17; Siege of Vicksburg, May 18 to July 4, 1863; Champaign to Meridian, February 3 to 28; Champaign to Atlanta, May 5 to September 5; Resaca, May 14, 15, 16; Dallas, May 28 to June 1; New Hope Church, June 2 to 4; Kenesaw Mountain, June 14 to July 2; Nickajack Creek, July 4; Atlanta, July 20, 21 and 22; Ezra Chapel, July 28; Jonesboro, September 1; Lovejoy Station, September 2 to 5; Campaign from Atlanta to the sea, November and December; Fort McAlister, December 13; skirmishes around Savannah, 1864; campaign of the Carolinas, January to March, 1865; Bentonville, surrender of Johnston's army, April 26, 1865; grand review at Washington, D. C., in May, 1865. In addition to the above he raised the stars and stripes over the court house at Vicksburg, upon its capitulation, July 4, 1863; and received the last order of the lamented General McPherson, who was shot at Atlanta July 22, 1864, and led the forlorn and daring charge to recover his body from the

enemy. He was one of the ablest of the citizen soldiery in the Federal service. Without any previous military training, and still under his majority, he exhibited marked capacity for the service, and kindled the admiration of his superior officers by his promptitude, courage and intelligence. Without a single exception, his military duty was performed with rare ability and unflinching courage, and he retired at the close of the war to civil life, having earned the lasting gratitude of his fellow citizens and his country.

After the war his military ability was fully recognized by his appointment to various semi-military positions. In April, 1876, he was named inspector-general of the Illinois National Guard, to rank as lieutenant-colonel from April 6, 1876, and the following year was appointed inspector-general and inspector of rifle practice on the staff of Gov. Cullum, with the rank of brigadier-general, to date from July 3, 1877. In 1879 he was again appointed inspector-general on the Governor's staff. He took an active interest in the organization of the National Guard of Illinois, to which he gave much personal oversight and assistance.

Soon after quitting the army General Strong became a member of the Peshtigo Lumber company, of which, a little later, he was elected secretary and treasurer, which positions he acceptably filled for over six years. In October, 1873, he was elected president of the company, and continued to officiate as such to the great advantage of the stockholders for a period of eighteen years, or until his death, April 10, 1891. He was interested in the construction of the Sturgeon Bay Canal, and in 1872 was elected treasurer and assistant secretary of the Sturgeon Bay and Lake Michigan Ship Canal and Harbor company, of which he was a stockholder and director. As a business man he was as much of a success as he was in the military service. His observation was keen and discriminating, his judgment sound and accurate and his dealings clean and honest. His mind was

comprehensive, which fact enabled him to form wise conclusions and anticipate commercial fluctuations. At his death he left a large estate.

He took pleasure in sociability, and was a member of the Loyal Legion, of the Commercial club, of the Chicago Literary club and of the George H. Thomas Post, G. A. R. At the time of his death in Florence, Italy, April 10, 1891, he was making a tour of Europe, and was a director of the World's Columbian Exposition. He was highly cultured, a great lover of the fine arts, of books and of the chase. He owned a fine and very valuable collection of war records, letters, documents and trophies, and besides was a great traveler as well as a cosmopolitan and humanitarian. His appearance was prepossessing, and his manner warm and charming.

He was a staunch Republican, and rendered his party valuable service. As a member

of the local executive committee of the National Republican convention of 1880, he was given charge of the convention building, and was unanimously appointed sergeant-at-arms upon the assembling of the delegates. No large gathering in this city was ever managed as quietly and satisfactorily as this convention. So well were his services appreciated, he was publicly thanked by the convention in a resolution introduced by General Garfield.

On the 25th of April, 1867, he was united in marriage to Miss Mary Bostwick Ogden, the accomplished daughter of Mahlon D. Ogden, and a niece of Hon. William B. Ogden, the first mayor of Chicago. To them were born three children: William E. Strong, Jr., Henrietta Strong and Mary Strong.

General Strong's father was first cousin to Ralph Waldo Emerson.

COLONEL WILLIAM HALE THOMPSON.

The late Colonel Thompson was born at Durham, N. H., May 9, 1838. He was of distinguished ancestry, inheriting, with an honorable name, physical strength, grace and beauty, a fine mental organization, and an ample fortune. These, improved by broad culture, resolute purpose and a life of uprightness and rectitude, carried him to an enviable place in the regard and affection of men, and enabled him during a life, all too short to develop all its strength and quality, to achieve much for his own fame, for the welfare of his country, and for the advantage of his cotemporaries—the builders of Chicago.

To go no further back in an ancestry which is traced from honorable sources in the mother country, his great grandfather, Hon. Ebenezer Thompson, was one of the founders of New Hampshire, having been a councillor under both the temporary and state constitutions, a member of the revolutionary committee of safety, a judge of the

court of common pleas and a justice of the supreme court of judicature of New Hampshire.

The father of Colonel Thompson was Capt. Ebenezer Thompson, a vessel-owner and prominent man in public affairs. He gave his son the best educational advantages attainable in his early youth, sending him to the Merrimac Institute at Reed's Ferry, New Hampshire, and afterwards to the Phillips Exeter academy, where he applied himself to his studies with commendable diligence. Unfortunately for his scholastic career his parents died when he was fourteen years old, and he was withdrawn from school and went to live with his uncle, Captain Jacob W. Thompson, who was his guardian, and who resided at Portsmouth. What might have been his career had not this untoward event changed the course of his life can only be conjectured. Perhaps his fine native qualities, matured by a liberal education, might have led him into the path

of professional life, and launched him upon a course already so plainly indicated by the eminent career of his great-grandfather. However, we do not make our environment, and circumstances directed the young man's course in a line which enabled him to render high patriotic service to his country, and to become in due time, an exemplary citizen of Chicago, inspiring and guiding her civic life with his high qualities of mind and heart.

After remaining for two years under the guardianship of his uncle, the lad took a course, not unusual among boys bred in a seaport, but not expected of one who was an heir of no inconsiderable fame and fortune. He broke away from the quiet and gentle life which he had hitherto led, and shipped before the mast on a merchant vessel, where he was cast upon his own resources at the age of sixteen years, and was buffeted by storms and harassed by the uncongenial life of the fore-castle. He met the ordeal with an undaunted spirit, and the following year was promoted to be second officer on the vessel. After two years of cruising, during which he doubled Cape Horn three times, he met with an accident while his ship lay in the harbor of San Francisco, falling into the hold of the vessel and crushing his left arm. The injury was so serious that the surgeon thought amputation advisable, but the young man resisted so strenuously that the suggestion was abandoned and the arm saved, though for a long time it was useless.

This distaste for seafaring life turned his attention again to mercantile pursuits, and in 1856, now eighteen years old, he obtained a situation in the counting house of Messrs. Cummings and Lee, East India commission merchants at Boston, Massachusetts. Here he remained for five years, perfecting himself in the knowledge of the methods of business, and unconsciously preparing himself for the distinguished career which awaited him.

While following his mercantile pursuits, he joined a military organization, the "Tigers," under command of Capt. Chas. O. Rogers, thus adding another to the qual-

ifications which were fitting him for his career.

At the breaking out of the rebellion, being then twenty three years of age, he offered his services to the government. Being of so distinguished connection, and of such unusual qualifications he was offered a choice of three responsible positions. Following his early predilection for the sea, and upon the advice of Hon. John P. Hale, then a Senator of the United States and chairman of the committee on naval affairs, he chose that of paymaster in the navy. Upon the usual examination by the naval board, he obtained the second appointment in a competition by thirty-six candidates, and was soon commissioned assistant paymaster, with the rank of lieutenant. On the 2nd of October, 1861, he was ordered to duty on board the United States sloop of war Mohican, of the squadron commanded by Admiral Dupont. Sailing from New York on the 20th of October, the fleet was soon engaged in the fierce naval struggles of the opening of the war. It was engaged at Port Royal, South Carolina, on the 7th of November, captured Ferdnandino, Florida, and other seaports, and was in several encounters with the defenses of Charleston, especially the beleagured Fort Sumter.

The following July he was promoted to be paymaster, with the rank of lieutenant-commander, and was ordered to report to Admiral David G. Farragut, on the flag-ship *Susquehanna*, of the western division, commanded by Commapder Hitchcock. For nearly a year his ship participated in all the brilliant engagements about the mouth of the Mississippi, and in the capture of the forts that guarded New Orleans and of the "Crescent City" herself, which have made the name and fame of Farragut a precious inheritance of valor and glorious achievement to the gallant American navy. On the 30th of July, 1863, Col. Thompson was ordered to report to Admiral S. P. Lee, who commanded the North Atlantic squadron, on board the U. S. frigate *Pennsylvania*. There

he was assigned to duty as Fleet Paymaster. The fleet at that time consisted of sixteen ships of war, which number was soon increased to fifty, widely scattered along the coast. Of course the duties in which Lieutenant Thompson were engaged were not belligerent, though they subjected him to all the dangers and perils of the fiery tempests to which his ship was exposed. While he was deprived of the stimulus to valor which participation in such encounters inspires, he was subjected to all the strain upon his endurance and to the same trial of his courage which the most active participation would have brought.

The responsibilities of his position were great, and the labor which it entailed appalling. His was the largest disbursing office in the naval service. The vessels of the fleet were often separated and sometimes hundreds of miles apart, and for long periods. It was a high testimony to his worth and business acumen, that upon the settlement of his accounts in the treasury, the auditor should have been impelled to address him a letter, commending his accuracy and fidelity, and dwelling upon the peculiar intricacy and difficulty of the service in which he had been engaged.

While enjoying a furlough among the scenes of his boyhood, Lieutenant Thompson was married at Exeter, New Hampshire, to Miss Medora Gale, Jan. 26, 1864.

The war over, the vessels of the navy, which had greatly increased both in size and power during the conflict, were scattered to distant seas. On the 10th of March, 1866, Lieutenant Thompson was appointed naval storekeeper at St. Paul de Loanda, on the coast of Africa. The duty was not an attractive one, and the quiet life which it offered was in strong contrast with the stirring events in which the young officer had been engaged. It was a deadly climate, and it is not strange that the persuasions of the young wife overcame the professional pride of the officer, and induced him to tender his resignation.

As soon as arrangements could be concluded, and the visits to his former home and friends paid, the young couple came to Chicago, where the father of Mrs. Thompson, Mr. Stephen F. Gale, had long resided, and where she had been born. His settlement here was in April, 1868.

Mr. Thompson entered with enthusiasm into the life of the city. He carefully informed himself as to the prospects for appreciation in values, and with rare good judgment invested his ample means in property, in various localities, some of which he improved. Among other structures the substantial and spacious block which bears his name, situated on West Madison street, was erected. His dealings in real estate during the twenty-three years of his residence here were large and, in the main, profitable.

But it was not in business that Colonel Thompson chiefly impressed himself on the life of the city. The qualities that lead to business success are far inferior in dignity and power, to others of which the world ordinarily takes less note. There is a power of personality, an impress of gentlemanliness and quiet dignity, an influence of innate qualities of the soul, too subtle to be analyzed, which, like the aroma of flowers, pervade and perfume the social atmosphere. These enkindle love and the gentle affections, promote manliness, and diffuse a spirit of refinement and nobility through all the ranks of social life. Their influence is gentle, refining and elevating. It is based on a pure character, raised into observation by acts of generosity, patriotism and public service, and receiving its crown in the esteem and love of all who come in contact with it. Such was the life which Colonel Thompson led for twenty-three years, in Chicago.

But he was not left to undisturbed repose, he had qualities which the public was quick to recognize as fitting him for public service. He was elected to the Thirtieth General Assembly in 1877, receiving a plurality of 6,251 votes, and at the expiration of his term was re-elected. Although the

candidate of the Republican party, to which he was warmly attached, the election was not so much a partisan success as it was a testimonial of public confidence and esteem. On taking his seat for the second term Colonel Thompson received a flattering vote for speaker of the house, and would no doubt have been elected, had not the lieutenant-governor, who presided in the other house, been a resident of Chicago.

Colonel Thompson was chairman of the committee on State and municipal indebtedness, and a member of the committees on railroads and revenue. He possessed a thorough knowledge of parliamentary law and developed an oratorical power which soon made him leader of the house and most influential in its proceedings. On more than one occasion he snatched victory from defeat, and secured the passage of measures which he espoused which nothing but his aggressive boldness and fervor of oratory could have saved. Those which chiefly engaged his attention and which he championed were: a bill to collect delinquent taxes, by which \$3,000,000 were recovered to the treasury of Chicago which would otherwise have been lost; a bill which at the time had little claim to public favor, but which the result has shown to have been wisely conceived and adapted to accomplish great good,—for the prevention of cruelty to animals; the other measure that enlisted his warmest interest and unwearied support was a bill to re-organize the militia of the State, and creating the Illinois National Guard. The efficient military organization that has since prevailed, more than once preserving public tranquility when threatened by turbulent mobs, is the fruit and outcome of his tireless legislative labor.

The service which Colonel Thompson had rendered in organizing the National Guard, and in infusing into it the enthusiasm of his patriotic spirit, was recognized by Governor Cullom, who in 1877 appointed him upon his military staff with the rank of colonel. A few years later he was chosen lieutenant

colonel of the Sixth Battalion of the Illinois National Guard, and when this nucleus was raised to a regiment by his efforts he was elected regimental colonel. Upon the consolidation of the second with the sixth regiment in 1882, he was elected to the command of the new Second regiment, which, through the pressure of other engagements, he was compelled to resign after two years of service.

Colonel Thompson was chosen president of the West Chicago Protective League in 1887, whose purpose was to oppose the appropriation of streets and public places by the tracks of elevated railways. His thorough investigation of the subject, and his persuasive and convincing appeals, enabled him to raise a strong and, for the time, prevalent opposition to the schemes. However mistaken he may have been in the advocacy of this measure, it was based on a conviction of duty, and was founded on strong reasons of public utility and immunity from the insidious approach of corporate cupidity.

In the midst of his career of domestic enjoyment, of successful business, and of public service, his usually good health was threatened by an attack of pneumonia, which he seemed to have surmounted when grave derangements of the heart's action supervened, and his life closed on the 17th of November, 1891. The family that survives him are Mrs. Thompson, three sons and a daughter. The sons are William Hale, Gale and Percival, and the daughter Helen.

The funeral cortege that bore his remains from his late residence, No. 25 Delaware Place, to Unity church, where the last obsequies were performed by Dr. Thomas, was one of the most notable that have ever paid tribute of respect to a private citizen. The honorary bearers who assisted the chosen friends in their last sad office were delegated by patriotic bodies of which Colonel Thompson had been, while in life, an ornament, and of one of which, the Loyal League, he was at the time of his decease commander. Loving tributes to his memory and in com-

memoration of his virtues were voted by the Farragut Naval Association, the Chicago Veteran club, the U. S. Grant Post, G. A. R., the Veteran Union League, the Real Estate Board, and by the Masonic bodies of which he was a valued and beloved brother. Above all, the occasion was memorable by the at-

tendance, from all ranks of society, of those who admired his qualities as a citizen and had learned to love one whose life had been an expression of patriotism, of manliness, of kind and courteous intercourse, and whose influence had been to broaden and deepen the channels of human brotherhood.

JOSEPH THATCHER TORRENCE.

Joseph T. Torrence is a native of Mercer county, Penn. He was born March 15th, 1843, to James and Rebecca Torrence, both of whom were natives of the Keystone State. Going to Sharpsburg, he was there employed three years, by Mr. John P. Agnew, who owned large blast furnaces; and thence went to Briar Hill furnace, in Ohio, where he worked in various capacities, finally learning the blacksmith trade, and rising to the position of assistant-foreman before he had reached his seventeenth year. During these years of training he acquired that habit of thoroughness in everything he undertook that has characterized his whole subsequent life. His business connected with the furnaces was made a careful study in all its details, and he mastered it both practically and scientifically.

Upon the opening of the war of the rebellion, his heart was stirred with patriotic ardor, and, at the call of President Lincoln for three hundred thousand men, he promptly offered his services, enlisting as private in company A, One Hundred and Fifth regiment, Ohio volunteer infantry. Though young in years, he had a strong and well-developed physique, and was naturally of a commanding spirit, and endowed with qualities and characteristics which at once led to his appointment as a non-commissioned officer. He served faithfully in the numerous engagements in which the regiment took part until the battle of Perryville, in which he received four wounds, being so seriously disabled that he was granted an honorable discharge from the army. He was afterwards given a life pen-

sion by the government. He recovered sufficiently to leave the army hospital, and returned to Ohio just after the notorious rebel, Morgan, with his guerillas, had made one of his bold and lawless raids into the State, striking terror to the hearts of all Unionists. Though still suffering from his wounds, he promptly took command of the volunteer force and joined in a pursuit which led to the capture of the noted guerilla and his band. During the next five years he was in the service of Messrs. Reis, Brown & Berger, at Newcastle, Pennsylvania, first having charge of their furnaces, and later managing the sale of their entire product. The years 1867 and 1868 he spent in traveling through the southern States on his own account, as an expert in the construction of blast furnaces and rolling mills. In 1869 he removed to Chicago, being called thither to take charge of the furnaces of the Chicago Iron Works, and in the following year became connected also with the Joliet Iron and Steel company. In addition to his other duties, he superintended the construction of furnaces at De Pere, Wisconsin, and Menominee, Michigan, and later built two improved furnaces for the Joliet Iron and Steel company, and had charge of them until his resignation in 1874, after which he became consulting engineer for the Green Bay and Bangor Furnace company at Chicago. His good judgment, his cool-headedness, his tact in managing men, his eminent fitness for leadership, and his familiarity with military matters made him a conspicuous figure among Chicago's prominent, public-spirited men, and, after earnest solicitation, he

consented, notwithstanding his overwhelming duties, to accept the colonelcy of the Second Regiment of Illinois Guards, to which position he was elected, and duly commissioned by Governor Beveridge, in 1874. After the law organizing the guards into three brigades took effect, he was recommended to Governor Cullom as the most suitable man to be appointed brigadier general of the First Brigade. Governor Cullom acted on the suggestion and sent him his commission. This was just on the eve of the riots at Chicago in August, 1877. After organizing his staff, he, at the request of Monroe Heath, then mayor of Chicago, established his headquarters in the office of the chief of police, and at once proceeded to organize cavalry and artillery forces to preserve order, and placed guards at the water and gas works to forestall any attempt of the rioters to destroy them. After the disturbance in Market square, Mayor Heath and the city council gave General Torrence authority to clear the streets. The following extract from General Torrence's official report to Governor Cullom, dated August 22d, 1877, shows clearly the seriousness of the situation and the efficiency of his energetic policy: "Upon assuming command, I at once ordered the five regiments composing my brigade, the First, Lieutenant-Colonel S. B. Sherer, the Second, Lieutenant-Colonel James Quirk, the Third, Colonel J. W. R. Stambaugh, the Ninth, Major William P. Chandler, and the Tenth, Lieutenant-Colonel J. B. Parsons, to assemble at their respective armories and hold themselves in readiness to move at a moment's notice. These orders were obeyed with the greatest alacrity. At ten o'clock a. m., the same day, July 26, Captain Williams, of the First regiment, was despatched to the corner of Chicago and Milwaukee avenues in command of his own company, Captain Lackey's Zouaves and the Chicago Light Guard, and an hour later the remainder of the First regiment, under command of Lieutenant-Colonel Sherer, was ordered to the Harrison street

police station, where it was joined by one gun of Bolton's veteran battery. With this force Lieutenant-Colonel Sherer then proceeded to the east end of Twelfth street bridge, where the gun was placed to command the bridge, and the regiment properly posted for its support. The Second regiment was simultaneously posted at the corner of West Twelfth street and Halsted street, to support a second gun of Bolton's battery. In the evening the following changes were made: Four companies of the Second regiment, under Lieutenant-Colonel Quirk, were stationed on the Halsted street viaduct, and three companies, under Major Murphy, midway between the viaduct and Twelfth street; two companies of the First regiment were posted at the Twelfth street bridge, two at Jefferson street, and two east of West Twelfth Street Turner Hall. On the night of the 26th of July, the troops on the viaducts being molested by missiles and pistol shots from straggling rioters. Colonel Quirk ordered his men to fire. One volley was fired at 9:10 p. m., and a second at 10:30 p. m., the first producing no effect, the second reducing the rioters to silence. All remained quiet in the vicinity of the viaduct for the rest of the night. The Union Veterans, a force composed wholly of old and tried soldiers, though not connected with the State military organization, but sworn in as special policemen, reported to me for duty and obeyed orders from my headquarters. This command was organized and equipped under the efficient supervision of General Reynolds, Colonel Owen Stuart, General O. L. Mann and General Martin Beem on the 24th of July, and from that time forward was almost constantly engaged in the performance of duties which were of the first importance to the preservation of public order. Company A (Captain Lewis E. Jacobs) and Company D (Captain Charles G. French), were on duty several days guarding the works of the Phoenix Distilling company, which were seriously threatened by the mobs. Company B (Captain L. W. Pierce) was the first fully organ-

ized and equipped, and was employed during almost the whole time of the riots in guarding the north and west side water works. Company F (Captain C. R. E. Koch) was mainly occupied in protecting the distillery at the corner of Canalport avenue and Morgan street. General Lieb also recruited and commanded a company of veterans, numbering seventy-two men, which was of the greatest service. A veteran cavalry force of one hundred and fifty men was organized by Major James H. D. Daly, assisted by General Shaffner. This command was divided into three companies, under Captains C. H. Montgomerie Agramonte, Thomas J. Waters and H. C. McNeill, to whom was added the Chicago Light Cavalry, under Captain D. Welter. Immediately upon being mounted and equipped, the troops of Captains Waters, McNeill, and Agramonte were ordered to the scene of disturbance at the Halsted street viaduct, where I took command of the cavalry in person, and in the neighborhood of which we remained on duty all day, making many charges, capturing a number of prisoners, some in the open streets and others in houses from which shots had been fired, and dispersing groups of rioters. It would be difficult to overestimate the services rendered by the cavalry, some of whom were almost constantly in the saddle, performing duties of the most exhausting and harrassing nature."

Then, after referring to the efficient services of certain citizens' organizations, and to the fact that the militia turned out in greater numbers than was customary on occasions of parade, and expressing thanks to all who had come so promptly to the rescue when public safety was endangered, the report closes:—"I have only to add my sincere congratulations that, through efforts of all in prompt and cordial co-operation with each other, and with the mayor and other civil authorities, disorders were prevented by formidable preparations, rather than allowed to reach a height where a sanguinary remedy would have been found necessary."

"I am, sir, very respectfully, your obedient servant,

"JOSEPH T. TORRENCE,
"Brigadier General Commanding."

Throughout the whole period of the riots General Torrence proved himself master of the situation, and no less brave than able in the discharge of grave and responsible duties. In 1881 he resigned his command in the National Guard, owing to the pressure of his private duties, and after closing his services with the Green Bay and Bangor Furnace company he became associated with Messrs. Joseph H. Brown of Youngstown, Ohio, and Hale, Ayer & Co., of Chicago, in organizing the Joseph H. Brown Iron & Steel company, whose plant on the Calumet river was afterwards leased and operated by Mr. Brown's sons and General Torrence. The Calumet Iron & Steel company subsequently purchased the plant and secured General Torrence as consulting engineer, who also superintended the re-building of the works. About this time he became interested in the construction of the South Chicago and Western Indiana railroad and was made president of that company. After purchasing a one-half interest in the rolling mills at Evansville, Indiana, in 1884, he, in the following year, transferred that business to Hammond, Indiana, where a new plant was built. Early in 1886 he organized the Chicago and Calumet Terminal railway, to facilitate the transfer of east and west bound freight without bringing it into the city.

In May, 1887, he organized the Calumet Canal and Improvement company, with a capital of two millions of dollars, and also the Standard Steel and Iron company, with a capital of five millions. Under the first named company, title to some eight thousand acres of land in Indiana, between the Calumet river and Lake Michigan, was secured, and under the last named was acquired title to about one thousand acres in Lake county, Indiana, which, under General Torrence's plans, were afterwards laid out as the town of East Chicago. As a part of this

plan, realizing the need of a permanent waterway for Government purposes, he secured for the United States, without cost, a strip of land two hundred feet wide, extending from the Calumet river northwesterly to Lake Michigan, with a branch running westerly, connecting George lake, Wolf lake, Calumet river and Lake Michigan. In 1890 he organized the Chicago Elevated Terminal company, the purpose of which is to construct an elevated road with sufficient capacity to meet the requirements of the numerous railroads entering Chicago. Of all these various organizations formed by him, he has been president. He, however, sold his interest in the Chicago and Calumet Terminal railroad, and resigned from the presidency of the Calumet Canal and Improvement and the Standard Steel and Iron companies in the fall of 1890.

Aside from his large business enterprises, General Torrence has always shown commendable interest in public affairs. He is an ardent protectionist, but his political action is not controlled by any party. He is a man of commanding appearance, capable of close and prolonged application, and has executive and organizing talents of a very high order, that fit him for planning and prosecuting enterprises of vast magnitude. His habits are simple, and he has always abstained from the use of intoxicants and tobacco. His enterprises have yielded him an ample fortune,

and he is counted among the most prominent and substantial business men of the West.

On September 11, 1872, he married Miss Elizabeth Norton, the accomplished daughter of the late Jesse O. Norton, of Chicago, and by her has one daughter, Jessie Norton Torrence. The sudden death of Mrs. Torrence, October 12, 1891, the result of an accident, while taking a drive with her daughter, was a severe blow to her family and wide circle of devoted friends. To quote the words of another: "Mrs. Torrence was one of a type of women peculiarly the product of the fresh, free, vigorous West. To the world she was only known for her beauty, her cultivation, her matronly charms as the head of a splendid and hospitable home only lately occupied, which she beautified by her taste and adorned by her presence. But to those who knew her best, these qualities were but the varnish on a lovely picture. She was perfect in her domesticity, in her household management, in her devotion to her home and family; and, what was less to be expected, she was possessed of unerring judgment in the more weighty affairs of business. In all the large and extended enterprises in which her husband was engaged she was confidante and adviser; nothing was entered upon without her being consulted, and nothing to which she had given her unqualified approval ever went amiss."

MINER T. AMES.

Miner T. Ames was born at Becket, Berkshire county, Massachusetts, on the 20th day of July, 1839. His parents were Justin M. Ames and Annie H. Chaffee, the granddaughter of Col. Thomas Knowlton, a distinguished hero of the revolution, and who sacrificed his life at the battle of Harlem Heights. Young Miner was brought up on his parents' farm. His education was acquired in the district school. Hearing and reading of the glorious opportunities of the

great West, he, at the age of seventeen, resolved to enter life's battle on his own account. He made the journey of over a thousand miles and came to Ohio, expecting to find it the Eldorado; but the financial panic of 1857 found him in a sad plight. He took a position with the C. Z. & C. railway company, where he remained for five years, serving faithfully and acceptably to the company. He arrived in Chicago on September 8, 1862, where he found himself a stranger

in a strange city; with what determination he conquered discouraging vicissitudes is shown by his after career.

In 1866 he engaged in the coal business, and before many years had elapsed he was rated as one of the leading coal merchants of Chicago. His mines at Minonk were of inestimable value, which, together with the tile works, embraced the main business of the little city. His life in Chicago covered the most eventful period of the city's history. In politics, Mr. Ames affiliated with

the Democratic party. In religion he was a Presbyterian, and although not loud in his protestations, was at heart a Christian. He believed and practiced the golden rule, was a man of broad charity, yet never let the left hand know what the right hand did. He possessed a noble nature; his friends were legion.

For several years previous to his death he was a patient sufferer from Bright's disease. He passed away peacefully on January 13, 1890.

J. LEWIS COCHRAN.

J. Lewis Cochran's business career in Chicago dates only from 1881, but within the short space of thirteen years he has achieved a success such as many men would regard as a triumph if accomplished through a half century of patient effort. Coming here at the early age of twenty-four, and at a time when the keenness of business competition, particularly in the matter of real estate transactions, rendered success impossible unless through the exercise of sound judgment, allied to a certain degree of venturesome determination, he has achieved a reputation and acquired wealth through founding and developing one of the city's most delightful suburbs—Edgewater.

Mr. Cochran's father was one of the "Argonauts" of '49, and he remained in California until 1863, when he returned to Philadelphia, the city of his birth. Mr. Cochran, Sr., had married Miss Martha Austin, a Connecticut girl, before making his venture in the far West, and J. Lewis Cochran was born at Sacramento, on March 23, 1857. His father had been one of four, and his mother one of thirteen children. His father was, by profession, a civil engineer, and made investments in Sacramento real estate at a time when that description of property on the Pacific slope was held at a low figure. For ten months, however, he had experienced all the excitement and some of the discouragements

incident to the life of a practical placer-miner, and when he set his face toward the East he never halted until he reached the Quaker city on the Schuylkill river.

Here, in Philadelphia, young Cochran received his education at the Louderback Academy. When he was about twenty years old, however, he left school, to enter the employ of the Blackwell Durham Tobacco company. It was as the representative of this concern that he came to Chicago, his residence here having been taken up in 1881, as has been already said. Almost by intuition he perceived the possibilities of the situation and recognized the value of Chicago realty. His faith was attested by the buying of a large tract along the lake shore, north of what was then known as the "north division." This property lay along what is now the "Lake Shore Drive," his first purchase being of property on Oak street. Little by little he acquired the title to land farther north, until he had, as proprietor, reached the southern limit of the city of Lake View.

It was in 1885 that he conceived the idea of platting and subdividing his lake shore property and founding a new suburb. He selected for it the appropriate name of "Edgewater." The same year he added to his holdings in the same locality, until at last

he owned three hundred acres, all contiguous and unimproved,

It was Mr. Cochran's intention to create an "ideal" suburb, and he expended nearly or quite \$750,000 upon improvements before inviting purchases. Streets were laid out, an electric plant was erected, and ten residences, as well as a business block, were built. The latter contained a grocery and meat market on the ground floor, with a public hall overhead. The houses were wired for electric light. It was Mr. Cochran's wish to be able to say to prospective purchasers, not "such and such improvements *will* be made," but "go and look at what *has been done*." Shortly after putting up these first buildings he erected fifteen more residences and a public stable.

The first sale in the new suburb was made in April, 1887, and this afforded Mr. Cochran an opportunity to inaugurate the liberal policy which has ever since characterized his dealings with the purchasers of Edgewater property. No sooner had the first resident entered into occupancy of his new home than the electric plant was put in operation and the streets were lighted and the solitary inhabitant was able to read his evening paper by the clear, steady light of an incandescent burner in any room in his house.

Since that time the charming village has prospered greatly. It is located at a sufficient distance from the city to be removed from the smoke, din and dust of commercial and industrial activity, yet near enough for its residents to participate in the many advantages and amusements which only a large city can furnish at a moderate cost; it has the advantage of an unlimited supply of pure lake water in every house and thorough drainage; the Edison incandescent light is used on the avenues and in the houses; the streets have broad, macadamized roadways and stone sidewalks, and are well shaded by trees placed at regular intervals. A peculiar feature of the place is its large and handsome public (or club) stable, built after the

English style, where horses are boarded and vehicles kept and cared for at a less expense to owners than in private stables. A good graded school is also one of Edgewater's attractive features, while a gun club, boat club, bathing houses on the lake (free for the use of residents) and several social clubs render life there truly delightful.

Edgewater is connected with Chicago by an electric car line, of which Mr. Cochran was one of the projectors. The company was originally incorporated as the Chicago and Evanston Electric railway, but the name was afterward changed to the Chicago North Shore Street railway company. The construction of the line was commenced in January, 1893, and seven and one-half miles of double track were laid between North Evanston and Graceland avenue. In the spring of 1894, the road was extended south as far as Diversey street, where connection is made with cable cars of the North Chicago company. There is probably no better equipped trolley road in the world, and it affords the residents of the section which it traverses a quick and inexpensive route to the city.

Mr. Cochran is also identified with the Northwestern Elevated railway company, which has been formed for the purpose of giving rapid transit to the northern part of the city and the suburbs.

On November 3, 1892, Mr. Cochran was married to Miss Alice Vanuxem, a daughter of Frederick W. and Elizabeth Vanuxem. One child, a daughter, named for her maternal grandmother, has been born to them.

In the matter of his religious and political creeds, Mr. Cochran has followed the footsteps of his father, being an earnest Republican and a devout Episcopalian. Notwithstanding his extensive business interests, he finds leisure to devote to the obligations of social life, where his affability and courtesy render him a general favorite. He is a valued member of the University, the Union, the Chicago Athletic and the Washington Park clubs.

SAMUEL DEXTER WARD.

Samuel Dexter Ward was born in Hadley, Massachusetts, November 7th, 1821. He was the youngest son of Samuel Dexter Ward, who married widow Lucretia Gaylord, daughter of Chilcah Smith, of Hadley, and for many years was engaged in mercantile business in that town, and postmaster over twenty years. His father was the Rev. Ephraim Ward, who for forty-six years was pastor of the Congregational Church in West Brookfield, Massachusetts, and his mother Mary, daughter of Rev. Samuel Dexter, of Dedham, Massachusetts, sister of Hon. Samuel Dexter, secretary of the treasury under President John Adams.

Young Ward received his education at Hopkins' Academy, Hadley, which was a famous institution in its day, receiving students from various parts of the country, especially from the southern States. He enjoyed the instruction of such men as Dr. Stearns, Dr. Mortimer Blake, Dr. Bullard, Prof. Roswell D. Hitchcock, and others eminent in their profession.

At the age of sixteen he entered a store in Northampton where he remained for one year, and after spending two years in South Hadley, went to Boston, remaining ten years, and removed to Chicago February, 1850. On arriving here he formed a co-partnership with Hon. Benjamin W. Raymond in the heavy hardware commission business on South Water street; they also engaged in the stove foundry and casting business on the north pier. Mr. Ward sold out to his partner in March, 1857, when he was appointed city comptroller by Hon. John Wentworth, who had just been elected mayor. The office had been created by act of Legislature the previous winter, and the department had to be organized by Mr. Ward, its first incumbent, and it was done in the most thoroughly efficient manner. He continued in the office during five administrations until June, 1862, when political changes retired him.

At this time Mr. George Schneider had recently been appointed by President Lincoln collector of internal revenue of this district, an office which had just been created by Congress. He applied to Mr. Ward to organize and take charge of the office; this he did, and they continued together until July, 1866, when Mr. Schneider was "rotated" out by President Andrew Johnson. During their four years of administration millions of revenue were collected and every dollar faithfully accounted for to the Government. After retiring from office Mr. Ward went to Washington to settle the accounts of the collectorship with the treasury department. Everything was entirely satisfactory and he returned in a short time with a draft for twenty-five hundred dollars, in favor of Mr. Schneider for the balance due him, and with the complimentary assurance that this office was the first that had been enabled to make settlement with the department, except that of Mr. Orton, of New York, who had been appointed from a collectorship to be Commissioner of Internal Revenue. While in Washington Mr. Ward was offered one of the deputy commissionerships of internal revenue under Commissioner E. A. Rollins, but as it would necessitate his removal to that city, he declined it. In 1873 he was again offered the appointment of city comptroller by Mayor Colvin, but preferred not to accept it. For several years he was associated with Hon. John Wentworth in real estate matters and held various offices of trust, such as receivership of the Republic Life Insurance Company, the Merchants', Farmers' and Mechanics' Savings bank and various other insolvent institutions, giving entire satisfaction to the creditors by his management of their affairs. At the organization of the Jennings Trust Company, now the Equitable Trust Company, in March, 1889, he was elected one of its directors and its treasurer, which position he still holds.

Mr. Ward was married June 24, 1852, at Michigan City, Indiana, to Mary, youngest daughter of Ezekiel and Lucy Fitch Folsom, and grand-daughter of Rev. Dr. Fitch, first president of Williams' College. They have had seven children of whom five daughters survive. The eldest was married in 1883 to Rev. Harlan P. Beach, and went with her husband as missionary to China. After six years her health failed and they returned to this country and located at Springfield, Massachusetts, where Mr. Beach is at the head of a training school for Christian workers. The third daughter was married in autumn of 1894 to Mr. Ernest W. Shaw, and resides at Gainesville, Florida.

On coming to Chicago Mr. Ward united with the Second Presbyterian church and was one of its active members. He was soon placed in charge of one of its mission schools (the second established in Chicago) and continued as superintendent for twelve years, until removing to Lake Forest, in 1863, doing much to assist and elevate those who were pupils, from many of whom he has received most grateful recognition. At Lake Forest he at once became identified with all its interests, was elected elder in the church, was one of its trustees and treasurer, one of the trustees and treasurer of the Lake Forest University, and city treasurer over twenty years. He drew up the plan of organization of the Lake Forest cemetery, now such a beautiful feature of the place.

His counsel was sought in almost every important matter and he was ever ready to give a helping hand to those who needed his

advice and assistance. During his twenty-eight years' residence there, he continued his business in Chicago, going back and forth daily, except the last eight winters, which he spent in the city. In May, 1892, he removed to the city permanently and resides at 3536 Ellis avenue.

Mr. Ward was for many years one of the board of management of the Young Men's (Literary) Association, and, for a period, its president. During his administration courses of popular lectures by distinguished men from different parts of the country were established and maintained with success. The institution acquired a valuable library and was in a flourishing condition, but was destroyed by the great fire of 1871, and has never been resuscitated.

He was president of the first Young Men's Christian Association, established a year or two before the present noble one, with reading room and lecture room, but the churches and their young men did not seem quite ready for it and it only had a year's existence.

With W. L. Newberry, W. H. Brown, Mark Skinner, Rev. Wm. Barry and others he was one of the originators of the Chicago Historical society, and one of its incorporators and its first treasurer.

In politics Mr. Ward was originally a Whig, and it has ever been his pride that his first presidential vote was cast for Henry Clay. He was an active supporter of Abraham Lincoln, laboring zealously for his election, and though not an active politician, he has been in connection with the Republican party ever since.

POTTER PALMER.

For forty years Mr. Potter Palmer has been a resident of Chicago, during all of which period he has been prominently identified with her commercial and material progress.

He comes of English ancestry, his family being among the first settlers of New Eng-

land. About the beginning of the present century his grandparents removed from New Bedford, Massachusetts, to Albany county, New York, where they took up their residence upon a farm on the western bank of the Hudson. They were members of the Society of Friends. It was in this county that both

Mr. Palmer's father and himself were born. The former was a prosperous farmer, and father of a family of seven children, of whom Potter Palmer was the fourth.

Up to the time that he had reached the age of eighteen he attended school, when, having obtained a good English education, and having shown considerable aptitude for business, he entered a country store and bank at Durham, Green county, New York. Here he began his life career in the capacity of a junior clerk. He developed, from the outset, a rare capability for mercantile affairs, and at the end of three years was placed in charge of the establishment. A few years afterwards, having managed to accumulate a little money through his own exertions, he removed to Oneida county, and embarked in business for himself. Here he met with considerable success, as he did also at Lockport, Niagara county, which was the next locality where he engaged in trade. Having gone from the extreme East to the farthest western point of the State of New York, he soon, like many other young men in the East, began to turn his eyes toward the then comparatively undeveloped region around the southern bend of Lake Michigan, which was at that time commonly spoken of as "the far West." He appeared to comprehend, instinctively, what were the future possibilities of the then straggling village of Chicago, which sat low down in the mud of its sluggish bayou. That his judgment was well founded was demonstrated within the first decade of his residence here, during which time Chicago had come to rank as twentieth among the cities of the Union.

His first business venture after reaching this city was in the dry goods trade, in which he invested all his means. At that time Lake street was the principal thoroughfare for retail stores, and it was there that he opened his establishment, which was considered large in those days. It was not long before his became the leading retail dry goods emporium, not only of Chicago, but also of the entire section of country lying west of the

Alleghenies. The reasons for this extraordinary success are not hard to see. To remarkable native shrewdness he joined a thorough familiarity with the business and intimate acquaintance with the eastern markets, which enabled him to buy with discrimination, and to display his stock in a manner well calculated to attract trade. It should be stated, also, that to these qualifications of a successful merchant were added an energy that never flagged, rare executive ability and an unassailable reputation for integrity and fair dealing. It was not long before he added a wholesale department, which, almost from the start, steadily grew in magnitude as well as in the diversity of its departments. After thirteen years of well directed exertion, Mr. Palmer disposed of his entire interest in the business to his successors, Messrs. Field & Leiter. At that time it was one of the three or four largest dry goods concerns in the entire country, and had no rival outside of the city of New York. The story of its growth may be best told by stating the fact that the volume of trade transacted there had grown, during this period, from seventy thousand to seven million dollars per year.

During the civil war, Mr. Palmer, although a Democrat from his earliest years, was one of the most ardent and unfaltering supporters of the National government to be found in the length and breadth of the land. He drew upon his immense private fortune for the purpose of advancing funds to be used by the authorities in the suppression of the rebellion, particularly during the latter years of the great conflict. He never doubted the ultimate success of the Union cause, and while others were predicting disaster he demonstrated the sincerity of his convictions by continuing to add largely to the capital already invested in his business. While he was not blind to the fact that should the Federal armies ultimately triumph such investment could but yield large pecuniary returns, it is not too much to say that he was also actuated by a

sincere desire to uphold trade and preserve confidence.

It was in 1865 that Mr. Palmer, not yet forty years of age, retired from trade. His fortune was ample, but the habits of a life time would not permit him to remain long at leisure. He operated largely in real estate, some of his ventures attracting criticism because of their boldness, yet in no instance did the final result show his judgment to have been at fault. At this period Chicago, although standing in the front rank of the commercial centers of the country, had found little time in which to consider improving her architecture or her thoroughfares. State was then an unimportant and extremely narrow street and by no means attractive to the eye. Mr. Palmer was quick to see the benefits which might accrue to that section of Chicago by the widening of the street and the erection thereon of handsome business blocks, and that the man who should inaugurate the movement and successfully carry it to completion would realize very great profit from the enterprise. He determined to be that man, and went to work with characteristic energy. Within six months he had acquired title to a frontage of three quarters of a mile in length. Old buildings were at once moved back a hundred feet or more, as might be necessary; while upon unimproved lots new ones were erected fronting upon the new line. So earnestly did he labor that in the course of four years—partly as the result of his example and partly through the employment of legal measures—the entire street had been widened upon the lines which he had originally conceived. The results may be said to have been almost startling. The narrow, irregular, dirty and somewhat repellant thoroughfare had been transformed into a broad avenue, a mile or more in length, which suggested many possibilities for the future by way of improvement and adornment. Mr. Palmer himself erected many handsome buildings one of them being the first "Palmer House." Matters were in this condition when occurred

the great fire of Oct. 9, 1871. Probably no individual citizen suffered more heavily through that dire disaster than did Mr. Palmer. What had cost him upwards of two millions dollars, besides years of tireless and energetic labor vanished in a single night. Thirty-five of his buildings were utterly destroyed entailing the wiping out of a rent roll aggregating \$200,000 yearly. His total loss of income consequent upon the conflagration exceeded a quarter of a million, and the revenue which remained to him fell \$15,000 below the amount requisite to pay his annual taxes. As to the effect of this calamity upon him a writer in the *Encyclopedia of Biography of Illinois* has said:

"When the extent of his losses was fully understood by him he was so cast down that, for the time being, he felt like giving up every business ambition, and taking the remnants of his fortune and in quiet spending the remainder of his existence. It is further stated that in this hour of depression and indecision his young and beautiful wife—to whom he had been wedded but a single year—consoled and cheered him with a degree of tact and wisdom far beyond her years. As proud of her city as she was loyal to its interests, she pointed out to her husband that the situation was one calling for more than consideration of self, and that under the dreadful circumstances a duty devolved upon him; that his ambition could have no nobler aim than the resurrection from its ashes of the city which he had already done so much to build up and improve."

It was not long before his iron will and heroic courage began to assert themselves. Uniting with his fellow citizens in their Herculean efforts to rebuild what had been swept away, he led rather than followed. It was now that he found the benefit of that magnificent credit which years of honesty had built up for him. It was upon this credit, as a basis, that he again resumed operations. His purchases of building materials ran up into hundreds of tons. Even before the fire

he had erected a mammoth hotel at the corner of State and Quincy streets. Perfect as this house was for the times, he had commenced the erection of another and larger hostelry at the corner of Monroe and State streets. The present Palmer House, which has been among his principal sources of pride, was one of the first to be erected, and upon a scale of magnificence which had not been attempted in its predecessor. It was also made as thoroughly fire proof as the knowledge and skill of the architect could suggest. The new structure rose rapidly, work progressing upon it uninterruptedly, both by day and by night, artificial light being employed for the first time in the history of building. His example inspired those of his fellow sufferers who had less confidence than he in the rehabilitation of the city. It was such men as Mr. Palmer, and a few of those who acted in sympathy with the heroic efforts which he put forth, who evolved order out of chaos, and in time caused that which had been at first supposed to be an irretrievable calamity to prove a blessing in disguise. With the same undaunted courage which had marked his career from its inception, he proceeded with the erection of other handsome buildings. But to enumerate in detail all of the great projects which he has conceived and carried through to successful completion would transcend the limits necessarily assigned to this memoir. Yet it is no more than justice to say that no man in all Chicago more thoroughly appreciates the responsibilities which enormous wealth imposes upon the citizen.

In all of the great enterprises—patriotic, benevolent, educational and philanthropic—which have interested the people of Chicago and have tended toward the city's advantage, Mr. Palmer has taken a deep interest, and has at the same time been a liberal contributor towards such projects. He is a generous patron of science and of art, and is also a faithful supporter of the cause of religion.

In July, 1870, he married Miss Bertha Honoré, daughter of Henry H. Honoré, of Chicago. Mrs. Palmer, alike by birth and education, is eminently fitted to adorn the high social position which she fills, and to discharge the duties which she so well performs. Possessed of superior intellectual powers, her heart is warm and kindly, and no philanthropic or public work in which women have been prominent has failed to attract her interest and her support. When the Board of Lady Managers of the World's Columbian Exposition was created she was selected—as if by common consent—to be its president. How faithfully and how well she discharged the onerous duties of that position is a matter of history. Mr. and Mrs. Palmer have two sons, Honoré and Potter, who are still engaged in pursuing their studies.

The family mansion is upon the Lake Shore Drive, which magnificent boulevard has been greatly beautified through Mr. Palmer's investments in and improvement of property fronting upon it. The residence is famous for its elegance and artistic beauty all over the land, and contains one of the finest private art collections in America.

SAMUEL TAYLOR HINCKLEY.

On the 5th day of September, 1894, one of the pioneer business men of Chicago passed from the companionship of friends and kindred into the unseen world to which all mankind is hastening. Through six and seventy years, rich in the fruit of good deeds, Samuel Taylor Hinckley discharged every duty of life, as citizen, son, brother, philan-

thropist and Christian. A true patriot, an ardent, though not blatant reformer, a faithful friend, loving and beloved.

Samuel T. Hinckley was a citizen of Chicago almost from its beginning. His ancestry made him heir to all the noble qualities of the best Puritan stock. His progenitor, Samuel Hinckley, whose name he bore, and

honored in the bearing, came with his family from England in 1635, and finally settled in Barnstable, Massachusetts, in 1640. His eldest son Thomas (born in England in 1618) was governor of the colony from 1681 to 1686, and from 1689 to 1692. He was the last of the governors of Plymouth Colony, that noble group who shaped the destiny of the Pilgrim fathers. The direct line of descent to the late Samuel T. Hinckley was through John, born June 9, 1667; John, February 19, 1701; Adino, December 12, 1735; Solomon, March 3, 1770; Otis, October 30, 1795. Samuel was born June 12, 1818, at Buckland, Franklin county, Massachusetts, two hundred years after Thomas Hinckley, the governor of Plymouth Colony. The maiden name of his mother was Sarah Taylor, from whom he derived his middle name.

While Samuel was yet a child his parents moved to Chautauqua county, New York. At that time that section was regarded as the far West. In 1836, Otis Hinckley, his father, turned his footsteps still farther toward the outskirts of civilization, and finally selected Illinois as his future home. The journey was made with ox teams, by slow stages, through an almost unbroken wilderness, which the red man had but recently ceded by treaty. Young Hinckley drove one of the teams. Passing beyond Chicago, his father pre-empted a tract of land where Lake Forest now has its palatial homes and college halls.

Here Samuel began his life work. The privations and trials of those pioneer days and years were numerous and extremely severe. Everything had to be made; the houses of logs hewn from the forest; roads laid out and cut through heavy timber; mills to be erected and the wilderness cleared away and the ground made ready for civilization. In those far off times flour was twenty dollars per barrel, and of a quality that would be rejected by the housewife of today. The Indians too were frequent visitors at the cabins of the pioneers, and not always with peaceful intent.

It was in this school of trial, and sometimes

of adversity, that Samuel T. Hinckley was educated for his career as a business man, and thereby trained to habits of industry, strict economy and perfect integrity—enduring qualities which he carried with him through life.

At the age of eighteen this young pioneer came to Chicago and found employment under Captain, afterwards General, J. D. Webster, between whom and himself sprang up at once, a sincere, true friendship, which continued until the General's death. Captain Webster was at that time the superintendent of government improvements in the harbors of Chicago, Milwaukee, St. Joseph and Michigan City.

Such work could only be done while the lake was clear of ice, and in the long summer days young Hinckley toiled from sunrise till sunset, with but short intermissions. In the winter he would leave the city to cut timber and split rails in the big woods on the Fox river. This was no child's play, as he was obliged to rise before daylight and walk five or six miles to his work.

While engaged in this severe physical labor Mr. Hinckley did not neglect his mind. His early tastes inclined him to study, but his educational advantages in boyhood were of the limited sort incident to the development of a new country. His desire for knowledge, however, led him to supplement this rudimentary training by night study—a system of self education which he followed for many years, poring over his books by the light of a candle far into the night. His course of study was comprehensive, including those branches which pertained to mechanics as well as those which would fit him for the duties and responsibilities of social and business life.

When the Chicago & Galena Union railroad was under construction, Mr. Hinckley became one of the first engineers and had the honor of running the first engine out of Chicago across the Fox river. It was the old "Pioneer" the memory of which is treasured by many early Chicagoans, and which

now has a place in the "Field" Columbian Museum.

In 1852 Mr. Hinckley went into the grocery business on Randolph street, subsequently removing to State street near Van Buren, where he earned a well deserved reputation for courtesy, integrity and enterprise.

In 1865, with Gail Borden, of New York, and Messrs. Cole and Hubbard, of Elgin, Illinois, he founded the Elgin Condensed Milk Company, now known as the Illinois Condensing Company; and continued active relations with this concern until his death.

The son of parents who believed the holding of human beings in bondage to be wrong, if not positively sinful, Mr. Hinckley was strongly anti-slavery in his convictions. In early life his sympathies were with the Whigs, but soon after the formation of the Republican party his affiliations were with that organization. While firm in his political faith, he took no active part in politics, contenting himself with casting his ballot for the ticket of his choice.

At the beginning of his career he identified himself with Christian people, and entered into Christian work. He was a member of the First Presbyterian church for half a century, and when the church undertook the establishment of mission Sunday schools, he became one of the active workers in the old Foster Mission, never losing interest in works of piety and true benevolence.

Mr. Hinckley never married. His interests were centered on home, mother and kin receiving all the tender affection that might have been bestowed upon another.

He cared for his mother most tenderly during her life, and made a home for his sister, with whom he lived at the time of his death. This love for kindred waxed with his increasing years, and was as ardent and constant to the last as when they were together under the old roof tree in childhood.

He truly loved his own. None the less he loved his church and country; but better than all else, he loved his God. His benevolence was beautiful and Christlike. Emulating

the example of his Saviour, he cherished the young with a special affection, ever holding them in tender regard; and into whatever home he entered as friend or guest, the little ones became at once his fast friends.

This lover of the young supported two missionaries of the American Sunday School Union, who gave their whole time to caring for destitute children. The reports received from them were very gratifying to him, from the fact that so many were being saved from lives of sin and ignorance. The non-sectarian character of the work was also particularly pleasing.

Mr. Hinckley's benefactions were not confined in a narrow channel, for, while he gave with a liberal hand to his own church, he ever remembered the poor, the sick, and unfortunate. The Young Men's Christian Association, the American Sunday School Union, Mr. Moody's Bible Institute, the Pacific Garden Mission and other institutions were always remembered in his gifts. No extravagant expenditures did he make upon himself; his habits were plain; his benefactions unostentatious, like the Master whom he loved.

He was exact in his business, but kind to all who served him, and his employees loved him as a friend.

It was said by one who knew him intimately for many years, and who is himself noted for his correct judgments of men, that "he was one of nature's noblemen, with all the characteristics of a true gentleman; careful and considerate in his language and action, he never willfully said or did anything to wound the feelings of another. In private life he exemplified the most generous and unselfish traits of character. An attractive and interesting conversationalist, his utterances were chaste and dignified in character, and any unbecoming jest, or any departure from purity in thought or expression he treated with silent contempt."

It is of such men that it may be well said, "the memory of the just is blessed."

A glowing, but richly merited, tribute was

paid to Mr. Hinckley's character by his pastor, Rev. Dr. John H. Barrows, of the First Presbyterian church. Among other things, Dr. Barrows said: "He made himself the friend and helper of those in his employ or associated with him. Much might be said of his unselfish and constant benevolence. He regarded himself as a steward indeed,

and he was a faithful steward. How constantly he remembered the old First church and its benevolent causes, is well and gratefully known to some of us. We have lost one of our choicest members from this church, and made one of our choicest additions to the ranks of the redeemed on high."

JESSE SPALDING.

Mr. Jesse Spalding is a descendant of one of the oldest American families. The environment of the New England fathers was calculated to bring out and develop all that was sturdy and vigorous in both mind and body, and their descendants continue to manifest the traits of character which enabled them to survive the hardships they were compelled to endure, and which rendered prosperity possible in the face of the most forbidding conditions.

The town and family of Spalding is known to have existed in Lincolnshire, England, in the twelfth century. Between 1630 and 1633, Edward Spalding left that town and settled in Braintree, in the then infant colony of Massachusetts. From him the line of descent is traced through Joseph, Nathaniel, Joseph and John to Jesse.

The Spalding family first settled in southern Connecticut, early in the seventeenth century. Its members shared in the work of subduing the wilderness as well as of defending their homes from aboriginal savages. Some of them achieved distinction in the heroic defense of Fort Groton, Connecticut. Many served in "King Philip's War," and fifty-two were active in the Revolution, of whom nine participated in the battle of Bunker Hill, where one fell from his dying horse.

Joseph Spalding, grandfather of Jesse, was born in Plainfield, Connecticut. He was an officer of the revolutionary army, and removed to Pennsylvania in 1780, settling on land near Athens, Bradford county, on the upper waters of the Susquehanna river. This

land was claimed by both Connecticut and Pennsylvania, and Mr. Spalding was obliged to pay tribute to both commonwealths before he could secure a clear title. This was a great hardship, but he went to work with characteristic energy and shortly thereafter, despite all discouragements, became a prosperous farmer and leading citizen of the community.

John, father of Jesse Spalding, was active and influential in Bradford county affairs, and at one time occupied the office of sheriff, winning universal approbation by the intrepid and vigorous manner in which he discharged his official (and often perilous) duties in a new and somewhat lawless community. His wife, Elizabeth, was a daughter of Dr. Amos Prentiss, a distinguished physician of Groton, Connecticut, and a representative of a prominent colonial family.

Jesse Spalding was born at Athens, Pennsylvania, April 15, 1833. While assisting his father at farm work, he found time to acquire such education as the common schools and the academy of his native town afforded. On attaining his majority he engaged in lumbering on the north branch of the Susquehanna, and became a woodsman and raftsmen. At the age of twenty-three he began to deal in lumber on his own account, and was successful. His product was rafted to Middletown, Columbia and Port Deposit, and marketed in Washington, Alexandria, Norfolk and Richmond, and other points.

Forseeing the rapid growth of the young city of Chicago, he removed hither in 1857,

and soon after bought a sawmill at Menekaunee, at the mouth of the Menominee river, in Wisconsin, where he commenced the manufacture of lumber. This mill was burned in 1870, rebuilt and burned in 1871, rebuilt in 1872, and is now finely equipped with gang, band and circular saws, and modern machinery, being thoroughly complete in all its appointments. For a time business was conducted by the firm of Wells & Spalding, the firm later became Spalding & Porter, and subsequently Spalding, Houghteling & Johnson. In 1871, the concern was incorporated as the Menominee River Lumber Company, and in 1892 Mr. Spalding purchased the interest of his partners, and has since been the sole owner. Shortly after he bought out the New York Lumber Company, at Menekaunee, he secured a milling property at the mouth of Cedar river, about thirty miles above the city of Menominee, Michigan, and in 1882 organized the Spalding Lumber Company, of which he became president, being at the same time its active manager. His purchases of timber lands in Wisconsin and Michigan, to supply the mills of these companies with logs, have aggregated 265,000 acres. Besides its value for timber this land has proven rich in iron ore, and three mines are now successfully operated on the property. The output of the mills at Cedar river is shipped in boats owned by the Spalding Lumber Company direct to Chicago, whence it is distributed from the Chicago yards to the western and southwestern markets in Illinois, Iowa, Nebraska, Kansas and Missouri. Lumber has also been shipped recently in large quantities direct from the mills a Menekaunee to Detroit, Buffalo, Rochester, Albany and Boston. The companies of which Mr. Spalding is the head are among the largest of their kind, and annually produce from sixty to seventy-five millions of feet of lumber.

Although he cannot be said to have been a pioneer in the lumber business of Chicago, few men have been more closely identified with its growth than Mr. Spalding. In

fact his name is indissolubly linked with the political, social and business interests of the city and the Northwest.

Mr. Spalding is amply fitted by nature and training for the manipulation of large interests, and his success is in no small degree due to the fact that he does not despise small things. All the minutiae of his extensive interests are familiar to him, and his practical experience enables him to give attention to the smallest detail. His investments in banking and other financial concerns are made with the same judicious care, and are equally successful with his other undertakings. He is a director in many large corporations of the city, and his advice is frequently sought in the conduct of many important enterprises. It is not strange that his fellow citizens should discover in him a capable man of affairs; and when the city was destroyed by fire in 1871, he was sought out as one who would be useful in adjusting public business to existing conditions, and in raising Chicago from its ashes and renewing business activity. He was three years in the city council, and while chairman of the finance committee he, by judicious management, aided in the restoration of the city's financial credit, materially furthering the establishment of good municipal government. In 1861, when the nation was threatened with destruction, Mr. Spalding was among its most active defenders. He was requested by the Adjutant General of the State of Illinois to build and equip barracks for the government soldiers, (afterwards known as "Camp Douglas"), besides which he built barracks the following year on the north side for returning soldiers. He furnished all the material for these structures, receiving in payment the State auditor's warrants, there being no funds in the treasury to be applied to this purpose.

Mr. Spalding has been an active worker in the interests of the Republican party from its inception, because he believed the weal of the nation depended upon the success of the principles maintained by that party. He

was a personal friend of Grant, Arthur and Conkling, as well as of other now prominent national leaders, and gave counsel in many grave exigencies. He presided at the unveiling of the Grant monument in Lincoln Park. In 1881, he was appointed by President Arthur collector of the port of Chicago, and filled that office in a manner most acceptable to the government and the people of the city. With him a public office is a trust, to be executed with the same faithful care which one bestows on his own private affairs; and when he was appointed director of the Union Pacific railroad on behalf of the government, by President Harrison, he made a personal investigation of the property in his own painstaking way, submitting a report to the secretary of the interior. This report, which gave a careful view of the resources of the country traversed by the line, and its future prospects, was ordered printed by Congress and commanded careful attention from financiers and those concerned in the relations of the Pacific roads to the government. It was also embraced in the annual report of

the board of directors of the Union Pacific railway company.

Mr. Spalding was associated with William B. Ogden and others in the project of cutting a canal from Sturgeon Bay to Green Bay, by which the danger of navigating "Death's Door" (as the entrance to Green Bay is known) could be avoided, as well as saving a distance of about one hundred and fifty miles on each round trip between Chicago and Green Bay ports. This was completed in 1882, by the Sturgeon Bay and Lake Michigan Ship Canal and Harbor Company, of which Mr. Ogden was the first president, succeeded on his death by Mr. Spalding. During the first year of its operation, 745,128 tons of freight passed through the canal, and in 1892 the business amounted to 875,533 tons. In 1891, 4,500 vessels (trips) passed through, and the next year the number was 5,312. Congress having passed an act to purchase the canal and make it free to all navigators, it was turned over to the United States government in 1893.

BENJAMIN CARPENTER.

Mr. Carpenter was a pioneer Chicago business man, and came of a longline of New England ancestry. He fully exemplified the hardy, enterprising character for which the people of that region have always been famous.

His family in this country began with William Carpenter, who was born in Whirwell, England, in 1605, and came in 1638 with his wife, Abigail, and four children, to Weymouth, Massachusetts; his father William, born in 1576, coming with him. In 1645 they removed to Rehoboth, Massachusetts. Four more children were born to them. The second son, John, went to Huntington, Connecticut, and thence to Jamaica, Long Island, and had a son and grandson who received the same baptismal name. The last of these in the line herein traced was born and lived most of his life at Goshen, New York, where

he carried on an extensive mercantile business. He had stores, located at Troy, and Salina, New York, and Detroit, Michigan, and served as a member of the State Legislature of New York. In 1779 he married Abigail Moore, cousin of Benjamin Moore (bishop of the Protestant Episcopal church). John Carpenter died at Jamestown, New York, in February, 1800, at the age of fifty-six years.

Benjamin, son of John Carpenter, inherited his father's business capacity, and had charge of the Detroit store when but seventeen years of age. He became interested in the development of the salt works at Salina, New York (now a part of the city of Syracuse), and was prominent in business circles of central New York, where most of his life was passed. He was married at Aurora, Cayuga county, New York, July 23, 1807, to

Charlotte Bartlett Alden, daughter of Jonathan Alden, a lineal descendant of John Alden, of Plymouth Colony.

Benjamin Carpenter, the distinguished Chicagoan, was born in Manlius, Onondaga county, New York, December 4, 1809, and died at his home in Chicago, April 9, 1881, having completed more than one-fourth of his seventy-second year. His early boyhood days were passed in his native county, and when fourteen years old, he went to Hartford, Trumbull county, Ohio, where he enjoyed the benefit of an academic education. He later entered the store of Colonel Richard Hayes, and for several years followed mercantile business. From an early age he had cherished an ambition to become a lawyer, and diligently pursued the study of the law in every leisure hour. In 1837 he removed to Conneaut, Ashtabula county, Ohio, and entered the law office of Judge S. F. Taylor, being shortly thereafter admitted to the bar. When Judge Taylor moved away, a year later, Mr. Carpenter succeeded to his business, and continued successfully for nine years in the active practice of the profession. He formed a partnership with Zaphna Lake, under the style of Lake and Carpenter, which proved a strong and successful combination. They operated a general store at Conneaut, and carried on a large trade with owners and captains of lake craft. They also built several large vessels, and in 1847 launched what was then the largest craft on the great lakes,—the brig *Banner*—and were ridiculed by their neighbors for what was considered a venturesome enterprise.

In 1850 Mr. Carpenter became a resident of the thriving young city of Chicago, which was thenceforth his home, and which was, in no small degree, benefitted by his resolute and fearless action in the management of its municipal affairs. Sylvester Marsh, a pioneer in the packing industry of Chicago, induced Mr. Carpenter to join him in business. The packing house of Marsh and Carpenter was located at the foot of North State street, and was the scene of an active

and profitable industry. At the end of two years Mr. Carpenter purchased the interest of his partner, and continued to operate it alone for five years, his plant being located on the site now occupied by James S. Kirk and Sons' factory on North Water street. In 1857 he was elected member of the city council from the then Ninth ward, and from that date devoted most of his attention to public interests. He was the first president of the board of public works. He was an upright man, and did not hesitate to express himself clearly and forcibly, and to act upon his convictions in both private and public life.

There was probably not a school house in Ashtabula county, Ohio, in which his voice was not heard in denunciation of slavery during the exciting times of his early manhood, and he was equally active in sustaining the cause of temperance. He was one of the founders of Plymouth Congregational church, and also of the New England Congregational church of Chicago.

Being a man of most vigorous physique, he enjoyed continuous good health until 1878, when he suffered a shock of paralysis, which eventually ended his life.

He was married, September 20, 1832, to Abigail, daughter of Colonel Richard Hayes, who earned his title in the war of 1812, in which he took a conspicuous part. Colonel Hayes' father, Sergeant Titus Hayes, was a soldier in the Connecticut line, and was with Washington at Valley Forge.

Two sons and four daughters blessed the home of Benjamin Carpenter, two of the latter dying unmarried. His eldest son, George Benjamin Carpenter, is a prominent business man, being the senior partner in the firm of George B. Carpenter & Co., one of the oldest established houses in Chicago. His second son, Clinton Bartlett Carpenter, is associated with his brother in business. The daughters are Mary Ellen, wife of Richard I. Field, and Cornelia, wife of Philip B. Bradley, both residing in Chicago.

The grand-children of Benjamin Car-

penter, are Benjamin, George Albert, Hubbard Foster and John Alden, sons of George B. Carpenter and Elizabeth Curtis Greene, his wife; Clinton Arthur, son of Clinton B. Carpenter; George Walter and Arthur Carpenter, sons of Richard I. Field; and Philip H., son of Philip B. Bradley.

Mr. Carpenter's first wife Abigail, died on November 15, 1873, and on February 4, 1875 he married Mrs. Maria Hayes Whitmore.

The character of Mr. Carpenter was most faithfully and touchingly described by his pastor, Rev. Arthur Little, a portion of whose memorial remarks is here given:

"We are here to pay the last well-deserved honors to a veteran whose life has been parallel with the most thrilling years of the most thrilling century of the world. When he was born, this nation was young, just contending for a recognition of its rights upon the high seas and in other lands. When he reached the age of twenty-one years, great moral and political issues were just coming into the horizon. There were before him, and other young men, thirty terrific, memorable years in the history of our republic—years which should determine its life or its untimely death. He had the insight and courage to put himself on the right side of the great question then in debate. He became an advocate and defender of the temperance cause, when drinking habits were universal among the better classes, and when it cost something to make a stand in that behalf. But he was born for leadership, for a place in the fore-front of the battle. Living as he had, from his youth, on the border line between freedom and slavery, his young blood was stirred in behalf of the enslaved, and he

threw himself with all his youthful enthusiasm into the anti-slavery movement—then feeble and hopeless, excepting to men of faith and courage. He became a prominent Abolitionist, from principle, in a day when it was almost odious and unpopular to take such a stand. With Giddings and Wade and Chase (who were his personal friends), and others of like spirit, he threw himself into the thickest of the fight—cast in his lot with the despised minority. . . . We can imagine the delight and satisfaction with which a man would aid the poor fugitives who had the courage to escape from bondage across the line, into the land of freedom. It is one of the many compensations of such a service, that he who performed it should live to see all his fondest dreams and hopes realized, in an enfranchised country, North and South, white and black. . . . If we inquire for the cause of this long, honored and faithful life, for the forces that made him so serviceable in his day and generation, we shall readily perceive that—first, he possessed strong native endowments; he was a man of great physical vigor, active temperament, good judgment and sense. He was a man of affairs, such as others would look to for help, counsel, guidance, leadership. Second—the potential force was his religious character. This came as the result of Christian parentage and early Christian teaching. The good counsel and benedictions bestowed upon him by a loving mother, when he left the old home, while yet a boy, were remembered and heeded to his dying day. . . . He leaves, as the best legacy to his children, a good name, precious memories, a helpful example."

JOHN C. GAULT.

The mention of Mr. Gault's name recalls many early memories of the railroads centering in Chicago, with which he was connected for a quarter-century before his death. Indeed, in railroad circles his name was as familiar as a household word from the moun-

tains of New England to the slopes of the Pacific coast. "He was born to be a manager," said S. S. Merrill, of the Milwaukee road, and this was the estimate placed upon his character by those who knew him best.

He was born on the family homestead, at

Hooksett, New Hampshire, in May, 1829. His father, Mathew Gault, was a farmer. His mother, whose maiden name was Dolly Cochran, was a farmer's daughter, and a native of Merrimac county, in the Granite State. Young Gault underwent all the privations incident to the life of a farmer's boy in a locality where sterile soil would seem almost to resist cultivation. He was quick to perceive the difficulties attending the life of an agriculturist amid such surroundings, and resolved to abandon farming as a vocation. In 1850 he entered the local freight office of the Manchester and Lawrence railroad in the capacity of clerk. In this position he demonstrated such rare executive capability that after a few years he was tendered and accepted the position of general freight agent for the Vermont Central, which office he continued to fill until his removal to Chicago in 1859.

At that time the old Galena road, the root of the Northwestern system in Illinois, was the only railroad operated out of Chicago. The field which the Northwest presented to an ambitious railroad man at that period was not an inviting one. Already the clouds of civil war were gathering upon the political horizon, and partisan animosity and sectional jealousy were running high. Chicago was still in its infancy, financial securities were depressed in value, and but few men had faith in the future of the young city and the country naturally tributary thereto. Alexander Mitchell, at Milwaukee, however, was reposing his confidence in the Northwest, and John C. Gault, on becoming superintendent of transportation on the Galena line, asserted at every opportunity that there would be but one real city on the great lakes, and that would be Chicago. Merrill, Mitchell and Gault formed a trio of whom it was said: "God made three great railroad men. There's Mitchell, who believes that Wisconsin and Minnesota will feed the world before he dies, and his road will haul all of that food; Merrill, who does not care whether the Milwaukee road starts in the Red Sea or ends in the

Georgian bay as long as he can live in it and on it and be buried under it; and Gault, who says that Chicago is the only natural railroad centre that exists for quick transportation to all parts of the United States."

Mr. Gault attested his belief in the destined importance of Chicago by his life, the most active years of which were devoted no less to the promotion of the city's interests than to advancing those of the great corporations with which he was connected.

When the Galena road was consolidated with the Chicago & Northwestern, Mr. Gault was made a division superintendent of the new company, his headquarters being located at Chicago. His memory was wonderful. His associates said of him that he carried at his tongue's end the name of every employee on his division, even to the section hands. He demonstrated this one day at Galena, when he climbed into the caboose of a freight train and astonished the conductor by calling him by name, asking after the health of his family, inquiring how he was suited with his position, and what was the news along the line. What made this all the more extraordinary was that, although he had not seen the man in eight years, he recalled his full name, as well as the names of subordinates with whom he worked when he first came under his notice years before.

To say that he was popular among his fellows officers is to state a fact in very mild terms. He seemed to be ubiquitous, apparently recognizing no necessity for sleep or rest when there was work to be done on any portion of the line under his control. From the position of division superintendent he was promoted to that of general freight agent, and a year later made assistant general superintendent, while just before the Chicago fire he was given entire supervision of the freight service and business of the road. At that time he was apparently in the prime of life; a little over forty years old, of large, robust frame, full of vigor, and surrounded by more friends, perhaps, than any other railroad man in the Northwest in a similar posi-

tion during later years. He occupied what might have been a life post, had he so desired it. While his salary was large his generosity was prodigal. No one who appealed to him in the name of a friend ever failed to meet a quick and liberal response. To this lavish generosity, which prompted him to give away his wealth in the days when everything good seemed to be falling at his feet, is probably due in part the fact that the fortune which he left behind him was comparatively small. In 1870 the Milwaukee & St. Paul railway was putting forth earnest efforts to obtain a Chicago terminal, without which its foothold in the territory of the Northwest would be insecure. It was at this time that Alexander Mitchell, the father of the Milwaukee road, fixed his eye upon Mr. Gault as the Moses who should lead his line out of the dilemma in which it was placed to final victory. The Northwestern was then dominating the political, financial, and, it might be said, the social circles of the city. Naturally it was opposed to the entry of any other line from a direction where its own road was as yet without a competitor. Flattering offers were made to Mr. Gault by the Milwaukee road. The position of assistant general manager was tendered him, at a salary larger than that which he was receiving from the Northwestern, and after considerable deliberation and no little hesitation, he decided to accept the proposition. He often said afterward, that the change had hurt him. He had come to regard himself as almost an integral part of the Northwestern system, being one of its principal Chicago factors, and he felt that some effort should have been made to keep him where he was. Of the struggle of the Milwaukee road to obtain an entry into Chicago a volume might be written. The fight was long and stubborn, and its successful conduct called for the exercise of dogged determination, unflinching courage and skillful diplomacy. Mr. Gault led the Milwaukee forces and was everywhere in the fight. To the management of the campaign he brought

a combination of qualities as rare as it proved fortuitous. His inexhaustible good nature, his quick perception of character, and his intimate knowledge of the motives which impel and control human action were, one and all, brought into play. The success which crowned his efforts has become a matter of municipal history.

It was about this time that Philetus W. Gates built the six story hostelry on West Madison street near Clinton which he named after Mr. Gault, and for a time the latter made the "Gault House" his home.

His natural and laudable ambition was to succeed Mr. Merrill as general manager of the Chicago, Milwaukee and St. Paul system. With the advent of the Van Horne directory, however, he perceived that his hopes were liable to fail of fruition.

It was under these circumstances that the late Jay Gould tendered him the managership of the Wabash system at a salary of \$12,000 per annum, the pecuniary offer being subsequently raised to \$18,000. The offer was accompanied by an assurance that he should be granted *carte blanche* in his administration. It is said that the proposition emanated from Mr. Gould himself, who had learned to recognize and respect Mr. Gault's abilities as a manager and a fighter. The contract was made for five years, but for personal reasons he elected to terminate it one year before it would have expired, having been identified with the Gould management from October, 1879, to July, 1883. The Wabash managers requested him to continue drawing his salary until the expiration of his term, but this he peremptorily refused to do. From 1883 to 1885 he acted as arbitrator for the trunk lines in special cases; a post which he was pre-eminently fitted to fill because of his long experience, quick perception, sound judgment and uncompromising integrity. In 1885 he became general manager of the Cincinnati, New Orleans and Texas Pacific Railway, which position he filled until February, 1890, when failing health compelled him to retire from active business. Thereafter that giant

strength, which had sustained him under so many trying vicissitudes, began to fail. He began to venture on the floor of 'Change, not always with success. His vital powers gradually became enfeebled, and on the evening of Tuesday, August 21, 1894, he fell in an apoplectic fit at the corner of Jackson street and Pacific avenue. He was removed to his home, but paralysis supervened, and he passed away on the morning of the 29th.

His wife and three children survived him—two sons (Frank and Edward) and a daughter (Grace). Besides his immediate family he left a sister, Mrs. C. S. Henry, of Racine, and four brothers: James C., S. B., Norris C. and Thomas B.

He was a man of rare social gifts and a Mason of high degree, but not a member of any church; although an attendant of the Protestant Episcopal church.

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ERRATA.

- Page 25—Column 1, 14th line: For "or," read "on."
 Page 28—Column 2, 13th line: For "lame" read "fame."
 Page 29—Column 2, 12th line: For "call" read "called."
 Page 34—Column 2, 2nd line: For "bond" read "bar."
 Page 35—Column 1, 32nd line: For "Grenville" read "Greenville." Column 2, 8th line for "1822" read "1802."
 Page 52—Column 1, 25th line: For "Suttler" read "Sutler." Column 2, 17th line for "in" read "the."
 Page 53—Column 1, 18th and 25th lines: For "Mr." read "Mrs."
 Page 61—Column 1, note: For "start" read "stop."
 Page 68—Column 2, 6th line: For "third" read "fifth." Column 2, 16th line: After "Illinois county" insert "after the organization of St. Clair county by General Harrison in 1801."
 Page 103—Column 2, 2nd line: For "Nor" read "Norman."
 Page 133—Column 1, 20th line: For "Walker" read "Walter."
 Page 135—Column 1, last line: For "31½" read "231½."
 Page 177—Column 2, 42nd line: After "command" read "by."
 Page 226—Column 1, 37th line: For "McGennis" read "McGinnis"; column 1, 44th line: For "Franois" read "Francis"; column 2, 13th and 14th lines: For "Stiles" read "Stiles"; 29th line: For "81" read "18"; 40th line: For "8" read "4"; 41st line: For "Olwer" read "Oliver"; 42nd and 55th lines: For "McNurney" read "McNierney."
 Page 228—Column 2, 16th line: For "Bernhart" read "Bernhard."
 Page 244—Column 1, 19th line: Insert "of" between "two and "the."
 Page 250—Column 1, 41st line: For "from" read "for"
 Page 251—Column 1, 44th line: For "present" read "presented."
 Page 252—Column 1, 39th line: For "Emile" read "Emil"; 51st line: For "Byron" read "Bryan."
 Page 253—Column 2, 45th line: For "Hilduth" read "Hildreth"; 54th line: For "Badenock" read "Badenoch."
 Page 254—Column 1, 26th and 55th lines. For "E. H. Cullerton" and "E. J. Cullerton" read "E. F. Cullerton"; 47th line: for "Kamy" read "Kenny"; 50th line: for "Chasey" read "Casey". Column 2, 22nd line: for "Murphey" read "Murphy."
 Page 258—Column 2, 40th line: For "Rhem" read "Rehm."
 Page 275—Column 1, 37th line: For "John P." read "John B."
 Page 280—Column 1, 27th line: For "which" read "whom."
 Page 291—Column 1, 23rd line: After "six" read "hundred."
 Page 294—Column 2, 20th line: Before "Wm. M. Hoyt Co." insert "the."
 Page 306—Column 1, 51st line: For "Thurman" read "Norman." 55th line: for "Sabarger" read "Seeberger."
 Page 335—Column 1, 22nd line: For "S. N. McCrea" read "S. H. McCrea."
 Page 383—Column 2, 5th line: For "Houghtaling" read "Houghteling."
 Page 384—Column 1, 12th and 19 lines: For "Houghtaling" read "Houghteling."
 Page 387—Column 1, 24th line: For "depreciated" read "deprecated;" 28th line: for "C. A. Paetzer" read "C. A. Paltzer."
 Page 390—Column 1, 45th line and column 2, 30th line: For "Rosele" read "Roswell."
 Page 392—Column 2, 13th line: For "J. W. Dole" read "G. W. Dole."
 Page 416—Column 1, 35th line: For "William B. Brown" read "William H. Brown."
 Page 487—Column 1, 8th line: For "C. N. Foster" read "C. H. Foster"; 10th line: for "C. N. Chappell" read "C. H. Chappell;" column 2, 1st line: for "J. N. Wood read "J. H. Wood;" 5th line: for "Chariton" read "Charlton."
 Page 494—Column 1, 36th line: For "K. C. Bird" read "A. C. Bird;" 38th line: for "G. M. Heford" read "G. H. Heafford."
 Page 497—Column 1, 20th line: For "M. F. Carpenter" read "M. J. Carpenter."

For the interesting biography of General William E. Strong, which appears on page 757, the publishers are indebted to the courtesy of the Messrs. Goodspeed Brothers, of Chicago. They regret that through an oversight credit was not given at the proper place.

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